

HULL CIVIC SOCIETY NEWSLETTER

November 2022



One of Hull's pioneering dual-entrance trolleybuses

Photo by Colin Cooper

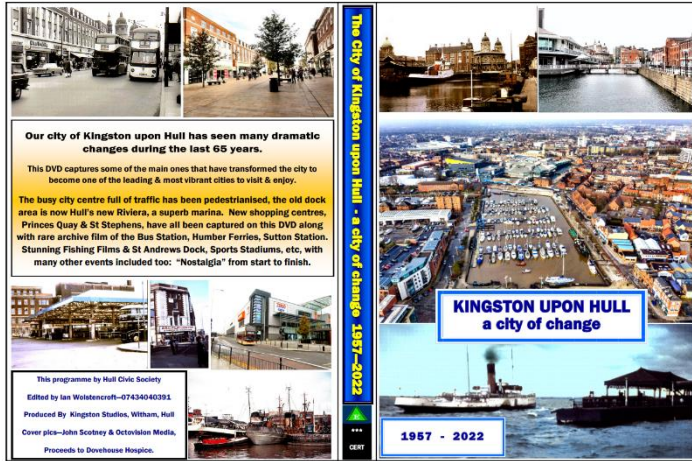
(Other photographs are by John Scotney unless otherwise stated)

In this issue: Hull DVD; Programme; Other People's Events; Good Marks; Book Review; Two forgotten anniversaries - No 7 Warehouse and Coronation Trolleybuses; St Matthews; Subscriptions; Planning & Buildings; Website; Committee; Membership form.

www.hullcivicsoc.info

Correction: Hull's defences illustrated on the front cover of the August '22 Newsletter cover were built on the orders of Henry VIII, not Henry VII – (Editor's apology for defective proofreading!).

The Hull DVD



Price £10.00

Available at:

- The Civic Society meeting on 12th December and subsequent meetings;
- Dove House Hospice, Chamberlain Road, Hull;
- Hull Fishing Heritage Centre (corner of Hessle Road and Boulevard);
- Sutton & Wawne Museum, Church Street, Sutton on Hull (Friday mornings from 10 a.m. only);

Orders can also be placed with Ian Wolstencroft tel. 01482 504381

Email: iwolstencroft@iwolstencroft.karoo.co.uk

Congratulations to Ian Wolstencroft for all his hard work in bringing to fruition this superb collection of historic cine films which record changes to the City of Hull over the last seven decades with so much unseen footage which could so easily have been lost. Thanks also to Kingston Studios for helping to turn Ian's idea into reality.

Programme 2022-23

Meetings are on Mondays at 7.30 p.m. at the Holiday Inn Express, Ferensway (unless otherwise stated)

12th December "Ships sail right into the heart of Hull" - Colin Cooper

9th January "Railways around Hull" – Mick Nicholson

13th February "My life as a journalist" - Angus Young

13th March "Gyroscope" – Martin Newman

17th April 7.00 pm AGM followed by "The South Blockhouse Archaeological Dig" - Peter Connally, Humber Field Archaeology.

Summer Visits 2023

Mon 22nd May 6.30 p.m. – "In Defence of Hull" - guided walk round the South Blockhouse site - Led by Peter Conally, Humber Field Archaeology

Fri 7th July 10.00 a.m. - Sutton & Wawne Museum

More Summer Walks and visits are being arranged for 2023 and details will be confirmed as soon as possible

Other Societies' Events

Cottingham Local History Society

Meets on the 1st Wed. of the month 7.45 pm at Cottingham Civic Hall, Oct to April. 7th Dec: The East Yorkshire Yeomanry: Wenlock's Horse (Neil Hutty). 4th Jan: Old Cottingham Postcards, 1st Feb: Hull's Municipal Parks; 1st March: Cottingham's Viking & Norman Heritage; 5th April: AGM.

Hull & East Riding Historical Association

Next meeting Thur 23rd Feb: "Art and Celebrity in the Renaissance" (Dr. John Bernasconi), 7.30 pm at the Nordic Centre (Danish Church), Osborne Street, Hull HU1 2PN.

National Trust East Yorkshire Association

- Meets on the 3rd Thursday of each month (except December) at 7.30 pm at Cottingham Civic Hall (next meeting 19.1.23).

Hessle Local History Society

- meets in Hessle Town Hall from March to November at 7.15 pm on the third Thursday of the month.

East Yorkshire Local History Society - - Please see website (eylhs.org.uk)

Good Mark to Hull City Council for Pearson Park Restoration

On Monday 5th September, at the end of Richard Clarke's Civic Society walk in Pearson Park, the Society awarded a well-deserved Good Mark to Hull City Council in recognition of the Pearson Park Restoration Scheme.

Julia Conner (portfolio Holder for Environment) receives the Good Mark certificate from Richard Clarke (Photo: Jane Winter)



Construction started in May 2019 Hugh Massey Architects designed the whole Project, Lost Art Ltd. restored the entrance gateway, William Birch and Sons Ltd. were responsible for the restoration and construction of the main buildings and pathways and Southern Green Ltd. were responsible for the landscape gardening, plant consultation and new planting. Work was completed in August 2020.



Civic Society Pearson Park visit on 5th Sept, led by Richard Clarke. Photo: Jane Winter.



Left to right: Cllr John Robinson, Cllr Julia Conner, Portfolio Holder for Environment, Richard Clarke, John Scotney and Cllr Abhimanyu Singh, Chair of the Pearson Park Trust. (Photo: Jane Winter)



Pearson Park gateway, restored by Lost Art Ltd (Photo JD Scotney)

In August 2021 the Entrance Gateway was awarded Engineering Heritage status by the Royal Institute of Mechanical Engineers. The Entrance Gateway was also awarded Highly Commended Winner of the National 2022 A.A.B.C. Civic Trust Conservation Awards. In 2022, Pearson Park was awarded Green Flag status. During, and after the Restoration, Jane Winter was Pearson Park Community Health and Engagement Ranger.

Richard Clarke.

Good Mark to Allenby Commercial for Paragon Arcade and Danish Buildings & Bayles House Restorations

Two recent restorations by the local firm of Allenby Commercial have earned them a Civic Society Good Mark. Paragon Arcade, which connects Paragon Street with Carr Lane is one of Hull's 19th century treasures. It was designed by William Alfred Gelder and opened in 1892. By the 21st century it was still popular with shoppers, but needed upgrading. The restoration by Allenby's has



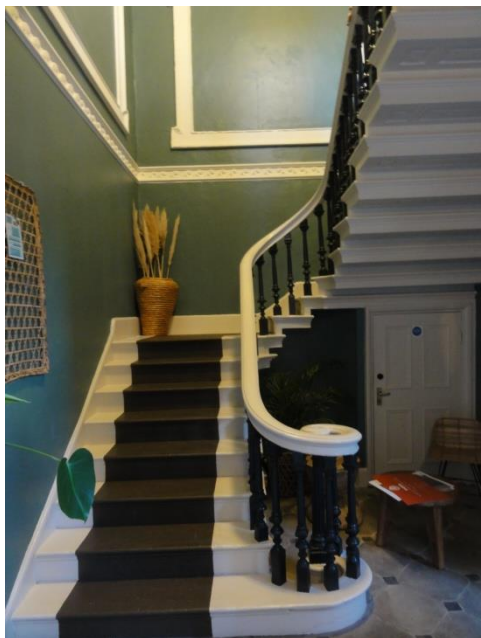
Charlie Allenby receives Good Mark certificates for Allenby Commercial's restoration of Paragon Arcade and Danish Buildings & Bayles House. Below: Paragon Arcade.

returned Paragon Arcade to its pristine condition, while making various internal improvements for tenants of the shop units.



Danish Buildings and Bayles House form one historic complex at the corner of High Street and Scale Lane Staith. Together they illustrate the mercantile history of High Street, comprising a warehouse into which cargoes were loaded from ships berthed in the River Hull, Bayles House, a merchant's house rebuilt in the 1730s and Danish Buildings, a purpose-built office block of 1858, designed by William Botterill. The restoration has created a modern working environment for the small businesses which now occupy the whole of this complex, and yet has been carried out in a manner which respects all the historic features, including some features rediscovered during the work. Throughout, the quality of materials and sympathetic design has enhanced this group of buildings. Allenby Commercial is a Hull-based family firm and Charlie Allenby and his father, Andrew, have

been closely involved in this project. We congratulate them and all their team for restoring these historic buildings to productive use in such a sensitive and attractive way.



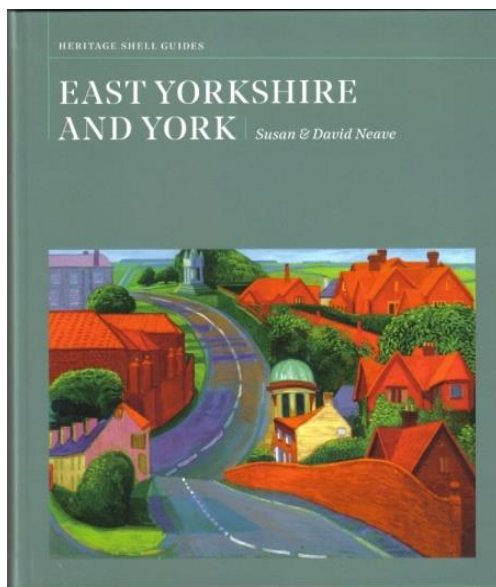
Top left: Danish Buildings, top right: Charlie Allenby & visitors outside Bayles House
Lower left: Bayles House staircase
Lower right: Communal kitchen for all tenants on each floor.



Book Review - Heritage Shell Guide - East Yorkshire by Susan and David Neave

Like all too many travellers, the original Shell Guides series published for the oil company to encourage tourism by car never reached East Yorkshire. Shell cancelled the series before the East Yorkshire volume was written.

This guide book fills that gap and really celebrates our lovely and interesting county. The alphabetical format followed is similar to that in the original Shell Guides and there are descriptions of East Yorkshire towns and villages from Adlingfleet to Yokefleet, with larger sections on the cities of Hull and York. This guide has no connection with the Shell oil company. It is published by the Heritage Shell Guide Trust (ISBN 978-1-7397907-0-7).



Susan and David Neave wear their knowledge and scholarship lightly and the combination of excellent photographs and drawings and informative text makes this a very accessible and readable travel guide that encourages the reader to visit less-familiar places. The sections on Hull and York include walks around the most historic parts of both cities.

The flexible binding is very durable and the production quality is excellent. It is the kind of book that gives pleasure to the armchair traveller as well as being a practical guide for exploring our county. Priced at £24.95, this volume is worth every penny.

John Scotney

Two Forgotten Anniversaries A) The Loss of "Old Seven" warehouse

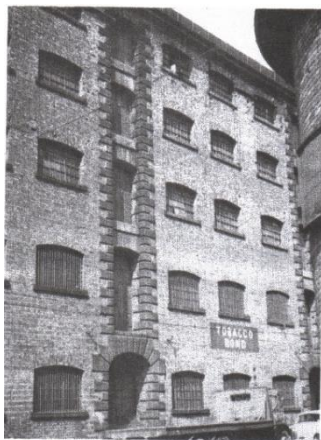


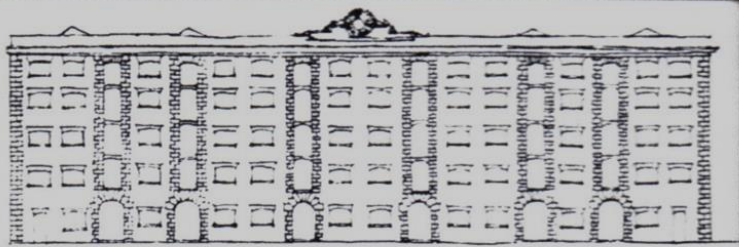
Above: Old Seven – from Humber Dock
Right: side elevation

"watershed" in the conservation of Hull's Old town, and it took place in 1971. Yes, it is half a century since the controversial demolition of Hull's celebrated "Old Seven", arguably the finest Dockside warehouse to have survived the Luftwaffe, and early post-war clearances by which time it was Grade 2 Listed by the D.O.E. (From 1969)

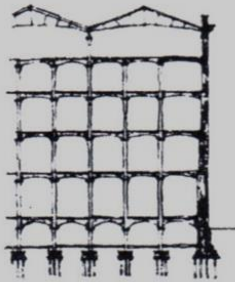
In the Society's 1966 "Old Town Report" it was described as the "Most noteworthy of all of Hull's warehouses" and also "A fine example of 19th century construction. Designed by John Hartley, Consultant Engineer of the Hull Dock Company (1842-1858) he was no doubt influenced by his father Jesse Hartley at Liverpool (1824-1860) who had previously designed the magnificent and similarly 5-storey warehouses at Liverpool's Albert Dock. With massive cornices & rusticated stone dressings, it was described as "In the Tradition of the 'Florentine palaces of the Early Renaissance". Its massive facade dominated the sadly lost vista from Hull's Monument Bridge, and its towering presence closed the view of Princes Dock's fascinating array of newly-built trawlers, barges and rivercraft to create a unique site which impressed both citizens and visitors to Hull alike.

It is probably a sign of age but two significant anniversaries have recently taken place and almost gone by un-noticed. A fiftieth and a seventieth no less. The 50th anniversary was a

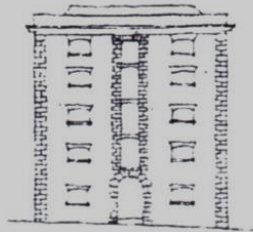




NORTH ELEVATION



PART SECTION



WEST ELEVATION

THE BONDED WAREHOUSE, CASTLE STREET

SCALE OF FEET
0 10 20

ARCHT. BY
J. B. HARTLEY

(FIG. 24)

THE NORTHERN AND END ELEVATIONS OF THE BONDED WAREHOUSE IN
CASTLE STREET. 1846.

Old Seven – original elevations 1846. This and the black & white pictures of Old Seven on the previous page are from the Georgian Society for East Yorkshire Transactions 1963-64 “Early Dock & Railway Buildings” by A. Arschevir ARIBA, AMPTI (first Hull Civic Society Chairman).



Above: No. 7 closed the view of Princes Dock.
 Below: Dangerous building! Old Seven with Sam Allon's demolition sign in Castle St on 13.6.1971. The Commercial Hotel is to the left.



However, by 1961, the southern (Mytongate) facade was found to be overhanging its base by 14 inches - not a good sign! By 1969 the B T D B who still owned the Town Docks (which closed to traffic that year)

applied for "Listed Building Consent" to demolish. Somewhat surprisingly the Council at first

refused this, claiming that the building was restorable at a cost of £49,000 (in today's money), plus a further £183,000 to make it suitable for alternative uses.

Sadly, in late 1970, the council reversed its decision, and granted "Listed

Building Consent". However, there was a Public Enquiry in October 1970, and many Conservation Groups (Including the Hull Civic Society) made suggestions for its future. Also, there were discussions about retaining the water spaces in the Town Docks, a view supported by several notable Architectural Experts and Historians, and also some Councillors.

The final act was done by the council, who placed a "Dangerous

Buildings Notice" on the structure, and closed the Castle Street / Mytongate roadway, at the time Hull's second East - West route for docks traffic (which of course then turned into Market Place, up Lowgate and then via Drypool Bridge, as the proposed Dual Carriageway and Bridge (Later named Myton Bridge) were still a few years away.!

There followed many debates and heated arguments about the Warehouse and its architectural merit, the loss of trade to the port if Mytongate remained shut, and the vast cost to ratepayers of any restoration work. Indeed, the whole future of the now-closed Princes, Humber and Railway Docks complex was suddenly on the agenda too.

Many ideas seemed to be in the melting pot and perhaps no single issue had caused so much controversy. At home, at work and in the city streets everybody seemed to have views for or against the "Grand Plan". Some even suggested a new "Central Museum" to replace the Albion Street complex sadly lost in 1941. It all seemed an exciting vision.

Sadly, however, on Monday 13th July 1971, local demolition Contractors Sam Allon arrived on the scene, although the Hull Daily Mail reported that "On the first day about 20 or 30 people arrived in cars" looking for "What would become one of their prized possessions" (I recall doing similar in the week, on foot and took home a small fragment of the clock face—as much as I dared to take home at the time). However, all of this discussion had at least channelled people's thoughts to realise the unique opportunity for the city if the disused Town Docks were purchased and the water spaces retained.

By March 1972, the Council had decided to purchase these with the help of a "Derelict Land reclamation Grant", together with the now vacant Dock Office Building (1871), to be converted into a new Maritime Museum!!

Soon Hull's Old town had its northern part declared a "Conservation Area" (in 1973). A far cry from the Comprehensive Redevelopment Area, which was envisaged in the 1951 Development plan. New and exciting uses, plus funding would be available to secure the future of the other warehouses and riverside buildings as envisaged in the visionary HCS "Old Town Report "of 1966, which predicted places to live, work and play

beside Hull's historic Docklands and Waterfront. Slowly regeneration began, 43-45 High Street (a former warehouse) was converted by Wykeland Ltd (who were to become a major player in Hull's rebirth) becoming studios and offices receiving a "Good mark" in Dec. 1973. Next, they converted 47 Queen Street a former sack and bag warehouse into offices (a Good Mark in 1976). Finally, a derelict warehouse complex beside Princes Dock was transformed into a Nightclub, Bars and Hotel winning two "Good Marks" for its owner Mr. Francis Daly.

Sadly "Old Seven" was of course gone, but the campaign to save this historic building and the changing views of the City Council, and politicians demonstrated that it was possible to conserve and restore Hull's historic docklands and introduce new commercial and leisure facilities into the area.

But what of housing in the historic Old Town? New homes began to appear in the early to mid-1970's in King Street (by the open market) and more notably by the pier where Nelson Court, a new apartment development was built. These were the first new homes in the Old Town for over 160 years, and the latter were noteworthy as the first homes to overlook the River Humber between Paull and Hessle.

Eventually the potential of converting dockside warehouses into homes could be seen elsewhere (e.g. London's St Catherine's Docks, Liverpool's Albert Dock etc.) And in Hull with the help of funding from the Government's "Inner City Programme" many once at-risk buildings in Hull ranging from small domestic buildings to huge structures such as No 13 Warehouse, a magnificent 7 storey building by Edward Welsh erected in 1857, was restored and converted into new uses.

And this was part of a warehouse range flanking Railway Dock, only a short distance from the sadly missed "Old Seven". But where were the first conversions of historic waterside warehouses into homes in this area?

Yes, it was only 22 miles away in the historic market town of Driffield, so near to Hull where a late 19th century Seed and Grain Warehouse complex was converted in 1975! Prior to the closure of the Driffield Navigation in 1951, this fine building, still known as Riverhead Warehouse was used to store locally grown grain and seeds prior to transfer by barge

to Hull, for export. So possibly these cargos ended up in historic warehouses beside the River Hull (the very same buildings that were previously at risk in Hull).

Even the scale of the Driffield buildings was similar to the then "at risk" Pease Warehouse. Perhaps some members may recall a Civic Society visit by "Vintage Bus" in June 1976 to see this "Radical Conservation Work" being carried on right by Hull's doorstep!



Pioneering warehouse conversions – Canal Head, Driffield (2018).

Above left & right F & C Speakman – “The Yorkshire Wolds – A Journey of Discovery” (2017). Below right: Riverhead Warehouses (Courtesy of Hull Daily Mail)



In the 50 years or so since the demise of "Old Seven" it is easy to get swept away on a tide of emotion. However so much has been achieved since its loss, e.g. the creation of the Marina, the bustling Museums Quarter, the vibrant Fruit Market, not to mention the Historic High Street, once threatened by annihilation due to a dreadful dual-carriageway road sweeping north from Mytongate.

And do not forget the fascinating Staiths, Courts, and Warehouses especially near to High Street, which provide the superb settings for so many fine films and TV dramas specially when Victorian or Dickensian

streets are the order of the producer!

To sum up the Conservationists "Lost a battle" but they "Won the war". Even today Warehouses such as those to the rear of Crowle House (41 High Street) and 52 High Street continue to be restored and adapted for new uses. There may be others too; just take a walk along High Street.

So, Thank you and R.I P. "Old Seven".

Colin Cooper October 2022

Two Forgotten Anniversaries (Part 2) **Hull's Coronation Trolleybuses - a missed opportunity**



Two Coronation trolleybuses at the north end of Prospect Street in 1962: 62 for Newland Ave and 63 for Beverley Rd. (Colin Cooper)

To reach our second anniversary we need to go back 70 years to 1952 and the period before the Coronation of Queen Elizabeth the Second. Hull had a Municipal Transport Undertaking which had "peaked" in 1949 with a staggering 102,069,738 passenger journeys. However, it was then suffering from falling passenger numbers (82,085,017 by 1955), then decreasing further, despite rising mileages as the city expanded. Also, energy costs were rising, as were the cost of new equipment and staffing costs.

With this scenario, in mind the General Manager Mr. G H Pulfrey, had in the late 1940's, been to view and study the one-man operating

trolleybus systems in Canada, and with the aid of chassis builders Sunbeam, and coachbuilders C H Roe Ltd (Based in Leeds), had designed an advanced "Trolleybus for the Future" capable of one-man operation. (No O.P.O. – One Person Operation - in those days!). Prototype 101 was completed and displayed at the 1952 Earles Court Commercial Motor Show.

For a city with the image of a "Backwater" and a "Fishing Village at the end of a rail-line" this was indeed cutting-edge technology. With a front entrance and central exit, the driver had full control of the passengers boarding by his side. Also, with a periscope he could view the upper-deck and there were "Trolley Arm Retrievers" to enable the booms to be automatically reconnected to the wires if they came adrift, as frequently occurred. Such an advanced vehicle was eminently suitable for one man operation. Trolley 101 entered service in February 1953 and after a successful trial a further 15 vehicles, by then named the "Coronation Class" were ordered and delivered in 1954/5. Experiments were made with an "American Style" fare-box situated beside the driver for speedy fare collection, and an electronic "counter" to register passengers



entering and leaving the vehicle.

Hailed at the time as the finest trolleybus built for the UK, Mr Pulfrey then proposed ordering 10 similar vehicles for the proposed "electrification" of the No 41 Service from the City Centre to Preston Road.

Sadly, however, due to opposition from the unions to one man operation, rising costs of electricity and new vehicles, the experiments ended and with regret, the Corporation, in 1959, made the decision to convert all routes to motorbus.

So, by 1964, Hull's trolleybus system which gave the city a Rapid Transit system second to none, with "Always a Trolleybus in Sight" on most roads, became just a memory. And, sadly with almost all of the surviving trolleybus operators in the UK planning replacement by motorbus, there was no second-hand market for these fine vehicles. Therefore, after only 9 years, in 1964 the celebrated "Coronation Class" were all sold for scrap, despite an effort by a National Trolleybus Society to preserve one for posterity.

How very different things could have been if London Transport, not Hull, had developed a similar design of vehicle in the 1950s as a "Second Generation" trolleybus, similarly capable of one-man operation. In the 1950's London had 1800 trolleybuses, almost 43% of the UK total, the majority being pre-war. If instead of developing the familiar rear-loading Routemaster bus, totally incapable of "One Man Operation" (and only a refinement of the pre-war open platform RT Bus), the Capital City had chosen to renew its trolleybus fleet with vehicles suitable for one man operation (perhaps larger versions of Hull's Coronation Class), the course of the UK's transport history could have been very different.

How soon after the early 60s did the oil prices quadruple, removing a major advantage that diesel buses possessed over trolleybuses?

Ironically, Hull did pursue One Man Operation experiments and the City's Transport Department became the first major UK operator to become 100% O.P.O., albeit using motorbuses. This was in 1972, by which time the fierce union opposition to single-manning had been overcome. Ironically, in that year, the UK's last trolleybus system in Bradford finally disappeared.

Today, as we approach another "Coronation" (The first in most of

today's people's lifetime) many large cities are experimenting with Electric Traction, owing to the serious issues of Climate Change and Global warming. Not only in London, but in many other parts of the country bus operators are moving towards "100% Zero-emission" fleets by 2030.



Electric buses in Manchester, London and York.



These are primarily Battery or Hydrogen Cell powered vehicles. Great advances having been made in Battery Electric vehicles in recent times, although the first battery powered vehicles were on our roads as long ago as 1885! and an electric car can be seen in Hull's Streetlife museum. This new technology has made battery buses a realistic proposition, without the



massive infrastructure costs of trolleybuses or electric tramways.

Schemes such as can be seen as near as in York and Leeds and have



succeeded largely due to finance offered by the Government's Z.E.B.R.A. Scheme (Zero Emission Bus Regional Area Scheme), not that there aren't other "Green City-bus" schemes. Others

include Bio-methane (from vegetable or human waste!), but both of

Above: Chinese Yutong E10 all-electric bus in Leeds 2020
Below: Battery-powered Optare Metrodecker on Park & Ride service in York 2020.



these need continuing Government support, so who knows what the future holds?

And, of course the World in 2022 is very different to 1952. Then it was unusual to see a UK bus which had not been built and bodied

here. Leyland and AEC built our buses and also exported them world-wide with major markets in Australasia, Africa and South America. AEC also had a foothold in mainland Europe. Back then British was usually the best!

Also, in 2022 Public Transport is no longer run locally but by large Stock Exchange-Quoted Companies or World-Wide Multi-nationals. In 1952, 76% of our buses and trolleybuses were publicly owned. Following the 1945 Labour election victory the British Transport Commission was set up. Shortly after this, 2 major operators (The Tilling Group with 10,000 vehicles and the Scottish Bus Group with 4,715 vehicles) were nationalised in 1949, the BTC

also having taken responsibility for London Transport, which had become a state entity after the formation of the London Passenger Transport Board in 1933. They had 10,163 vehicles in the 50's.

In addition, there were 97 Municipal Undertakings similar to Hull (with fleets ranging from Hartlepool with just 4 vehicles, to Birmingham with 1770 buses and trams) and with their 18,000 vehicles included, almost 76% of the UK's buses were effectively controlled by Mayors and Corporations, or Nationalised Organisations.

Yes, today's bus industry is very different from 70 years ago at the time of the last Coronation. The days of a General Manager like Mr. Pulfrey designing a bespoke city-bus and having discussions with a UK bus-builder in the UK are long gone. So no, the likelihood of a new City-bus with Green Credentials sadly is unlikely to be created in Hull.

However just as in 1952, there are still problems of falling passenger revenue, higher operating costs due to inflation and pay awards, augmented by the Pandemic, Air Pollution, Climate Change and Global Warming- and all of these will eventually have to be addressed.

In the last decade Hull and the Humber has rightly promoted itself as "The Clean Energy Estuary". In addition, the Port of Hull makes much of the investment in Green Technology, and has seen huge investment locally in this new age technology by the likes of Siemens Gamesa, Orsted Energy, Energy Works etc all with the aim of making our area "Carbon neutral".

Now, in a new age with a new monarch, perhaps it is time for Hull and district to show its "Green Credentials" by introducing a new Zero-emission transport fleet. Tomorrow may be too late!

Colin Cooper 20th October 2022

St Matthew's

In 2018 Giroscope acquired the former St. Matthew's church situated on the corner of Boulevard and Anlaby Road. The building had been empty for over seven years and was facing an uncertain future.

Giroscope considered that the building was an important community asset and needed saving. It was connected to the community in many ways and local residents had fond memories of weddings, christenings, and other ceremonies and events at the building. The former church is also home to significant war memorials acknowledging the considerable losses that the community suffered in the Great War.

Giroscope has already reinstated the War Memorial window into the western elevation of the building, one of its key heritage assets, along with the broached tower. Our plan is to renovate the building, working alongside Hull City Council's conservation team. As well as returning the old church to its former glory, Giroscope plan to install work and office spaces into a mezzanine floor constructed into each aisle.

As well as these physical developments and works, Giroscope will work with new and existing

enterprises in the community to create employment and opportunity in our neighbourhood. Many of these start-ups, community businesses, social enterprises and sole traders will take up space in the former church. We would encourage people

to come and visit the building, both now

and during the planned works to witness this exciting project unfold. We are always happy to show people around.



St Matthew's, Boulevard. (18.1.15)

The St. Matthew's Enterprise Project, is a Community-led Local Development Project. CLLD activity is funded through European Structural and Investment Funds

Annual Subscriptions - thanks and a request

Hull Civic Society's only regular income comes from your annual membership subscriptions, plus any Gift-Aid amounts and bank interest. It is essential for postage & stationery, room hire at Holiday Inn Express, speakers' fees, insurance, website costs and accountancy fees. The Society receives no grants or any other external funding, so many thanks if you have paid your subs for 2022.

In 2021, the Society's total income between 1st January and 31st December 2021, was £2,357 and our expenditure was £2,221, giving a surplus of £136 for the year. Thanks to careful management of the Society's finances by our Secretary, Cynthia Fowler and Treasurer, Ian Pearson, we have maintained reserves to cover any other expenditure and equipment replacement when this becomes necessary.

The subscriptions are still £15 (single) or £24 (two people at the same address). Most members have paid these amounts, but a few have paid their subs at an old rate, which is not really fair to those who have paid the correct amount. The usual reason is that a Standing Order has not been updated, so if you pay by this method, please check the amount and, if necessary, ask your bank to increase the standing order to the correct amount before January when the 2023 subs are due, as the Society still has to cover its costs.

John Scotney, Chairman.

Planning and Buildings

A63 Castle Street

The nighttime closure of Castle St for 3 weeks from 31/10 has been to allow for work on the underpass at the Ferensway - Commercial Rd junction.

Artist's Impression from National Highways website



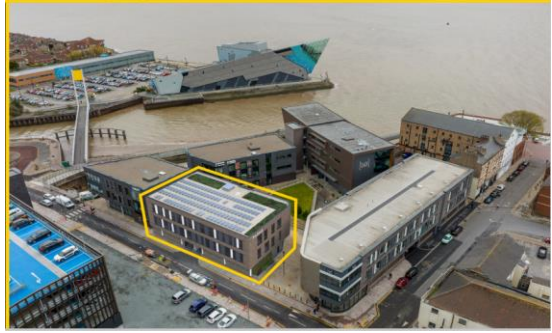
Old Town

In Humber St, work began in mid-October on the next phase of the Wykeland's "@The Dock" development (observed 12/10).

In Market Place, work was in hand by 12/10 at King William House to set back to ground floor walls to create a colonnade and more circulation space and insert a window facing onto Liberty Lane at the former Argos store.

Conversion of the 4-storey Kings Building on South Church Side into apartments of various sizes is now complete and a visit by the Civic Society's committee on 8/11 revealed a very high standard of workmanship and attention to detail. Many of the apartments have already been let. At ground floor, there is a gym room and indoor and outdoor communal areas.

King & Co., Ironmongers & Builders' Merchants was founded in 1744 and



@ The Dock – artist's impression of the new block (from the Wykeland website).



Above: King William Ho. Below: King's building



moved in 1877 to new premises in South Church Side in 1877. The seven bays next to Kall Kwik were designed in white brick by William Botterill and in 1890 a five-bay extension right to Vicar Lane was designed in matching materials and style by Smith & Brodrick.



On the day of our visit to Kings, our committee met in the new Trinity Room café attached to Hull Minster which opened in October.

Trinity Room

Duncan's Place, Manor St - The Society has expressed concern

that this public right of way (which continues through a passage to Parliament St) has been closed by gates without any public consultation. The City Council's Enforcement Team has taken the matter up.

The autumn has seen upper floors of more of the buildings on the south side of Whitefriargate converted to apartments. The most recent conversion to be completed (early Nov.) is at numbers 7, 8 & 9.

No. 55 Whitefriargate, the former HSBC bank, now a training centre run by Pagabo has had various applications during October in connection with conversion of part of the building to a bar.

On Princes Dock St, an application was submitted in w/c 24/10 to created 7 flats in the 1st and 2nd floors of Furley & Co café bar and the adjacent Kingston Chambers.

City Centre

Work is in progress to convert the old Central Fire Station in Worship St for use by the Ron Dearing University Technical College.

14 Albion St was originally the house built for James Alderson, the Surgeon to the old Infirmary in Prospect St. Over the years it has been the Church Institute, a pub called The Institute and most recently The Townhouse, containing 27 bedsits. Permission was granted in w/c 8/8 to change them into 11 apartments.

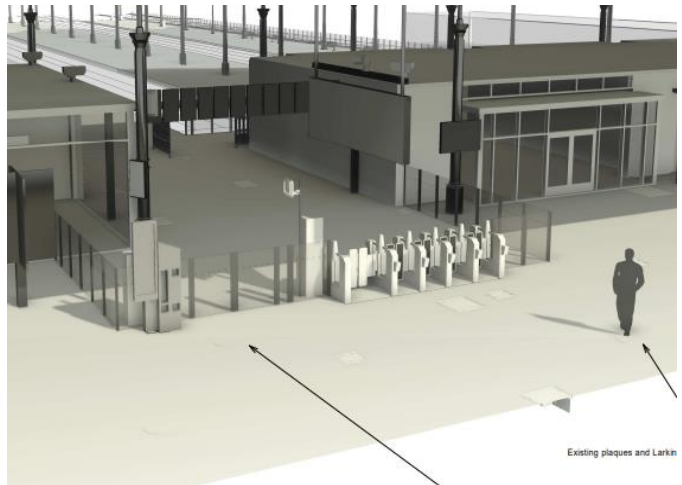


The Townhouse, 14 Albion St

This autumn, there have been numerous other applications to form apartments in the “Georgian New Town”. Examples are: 14 flats at Silvester House (part of the Maltings), approved w/c 3/10 ; 6 flats at 1 Jarratt St / 12 Grimston St, submitted w/c 25/7 (6 flats); conversion of 3 Kingston Square into a single dwelling. On George St, work at the former Brown’s Bookshop, approved for conversion into two retail units at ground floor and apartments above, was well advanced when observed on 23/11.

The Albion Square mixed use development has moved another step forward with approval of “reserved matters”, including appearance, layout, scale, landscaping and access. However, the demolition of a building containing asbestos is a slow process and visible changes are few.

Listed Building Consent was granted in w/c 21/11 for installation of automatic ticket barriers at Paragon Station.



East

W/c 25/7 brought an application for an extension and some demolition and construction of a nursery and shop building at Dove House Hospice

In w/c 5/9 there was an application to demolish the closed United Reformed Church building at the corner of James Reckitt Ave and Clifford Ave to build 5 detached houses on the site.



Former URC Church, Clifford Ave



At Kingfisher Rise, Ings Rd, Sutton, approval was given in w/c 26/9 for a block of 11 flats next to Sutton House. This fine mansion was built on a site acquired in 1772 by Richard Howard, a Hull merchant and sold by his grandson in 1804 to George Liddell, Hull banker.

Above: Sutton House. Below: the approved new block of flats next to Sutton House.



Proposed West Facing Elevation

A housing development on a much larger scale – 157 houses – was approved in w/c 12/9 on land to the east of Barnes Way, Kingswood.



Above: Aerial view of Kingswood, showing the site as a red block.
Below: Transport House, James Reckitt Ave

In w/c 3/10, a development of 28 2- & 3-storey houses was approved at Transport House, 19-21 James Reckitt Ave. The name Transport House dates back to its ownership by hauliers Ulliott & Needham, whose operation was last shown at this address in the 1952 telephone directory. They had moved to another site by 1953.

In w/c 31/10 an application was submitted to build 8 supported-living bungalows and a 2-storey building for 10 apartments for people living with disabilities at Netherhall, Wawne Road.

Netherhall, Wawne Rd, Sutton





The proposed 7-story extension to provide 22 serviced apartments at the rear of the Cornmill Hotel, Holderness Rd, was refused in w/c 14/11 on the grounds that the “height and scale would not be sympathetic to local character and history, nor to the appearance of the Conservation Area, the locally-

listed Cornmill Hotel. It also ignored Local Plan Policies and National Guidance.

West

The locally listed but fire-damaged George Hotel at the corner of Walton St and Spring Bank West was demolished in late September.

The new entrance block at Hull Royal Infirmary opened on 18/11/22.



Hull Royal Infirmary new entrance, opened 18.10.22

North

A development of 8 two-bedroom terraced houses and 6 one-bed flats was approved for 480-498 Beverley Rd on the site of the former Newland United Reformed Church, between Brooklyn St and Vermont St.

Work to install the new Victoria Ave fountain started on 5/9 and the concrete base was in position by 29/9.

At Brunswick Arcade new steelwork has reached full height in the gap where 52a-54 was demolished.

A single-storey extension for a dining room at Endeavour High School on Beverley Rd was approved in w/c 25/7

Listed building consent was applied for in w/c 3/10 to repair a storm-damaged roof at 471 Wincolmlee, the former North Eastern Railway Sculcoates Goods Depot, now a builders' merchant's.



Above: base for new Victoria Ave fountain. Below: 471 Wincolmlee



Civic Society Website - www.hullcivicsoc.info

At present, the Civic Society website is in transition to an updated version with new features, better suited to a wider range of media, such as tablets and mobile phones, as well as computers. It will also be capable of direct editing by a member the Civic Society committee. The new website is being set up by Mariner Computer Services, run by Trevor and Joseph Ellis (a father & son team). Many thanks to Simon Green and Ian Pearson for researching options for upgrading our website and, in due course, arranging committee meetings with Mariner Computer Services. Graham Latter has already transferred the "domain" and is currently transferring the files from the original website.

We are very grateful to Graham Latter for running the website he set up in 2017 so efficiently and for his ever-cheerful co-operation.

Editor.

Hull Civic Society Committee

Honorary Secretary & Membership: Cynthia Fowler (01482) 377434
998 Holderness Rd, Hull HU9 4AG pinthouse1@hotmail.co.uk-

Chairman, Newsletter Editor, Planning: John Scotney 492822
126 Cottingham Rd, Hull, HU6 7RZ johnscotney126@gmail.com -

Vice Chairman: Richard Clarke richardclarke278@gmail.com

Treasurer: Ian Pearson

Webmaster and Publicity Simon Green

Hull History: Ian Wolstencroft 504381
iwolstencroft@iwolstencroft.karoo.co.uk

Good Marks, YAHCS: Malcolm Sharman 561611
malcsharman@hotmail.com

Strategy: Isabelle Tracy (co-opted)

Application for membership of HULL CIVIC SOCIETY

Annual Membership: £15.00 individual, £24.00 for two people living at the same address. Please send your subscription to our Honorary Secretary, Cynthia Fowler, 998 Holderness Road, Hull, HU9 4AG

Title _____ First Name _____

Surname _____

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