

HULL CIVIC SOCIETY

NEWSLETTER

August 2021



Mixed Development: Humber Street and Horner's Square

All photographs are by J.D. Scotney, unless otherwise stated.

In this issue: Special General Meeting & Programme; Heritage Open Days; Pearson Park Walk, Part 2; The South Blockhouse; Remembered outings, Part 1; Beverley Rd THS Boundary Improvements; Planning & Buildings; Civic Society Contacts; Membership form.

www.hullcivicsoc.info

Special General Meeting and Programme

We had planned the AGM for April 2021, but with the resurgence of Covid infection, it is postponed again. However, there are four members who are willing to join the committee, so it has been decided to hold a Special General Meeting in the form of a postal ballot, as this is a difficult time of year for meetings. The Ballot forms have been sent to all members, to be returned to the Honorary Secretary by post or as an email attachment (whichever you find easier) by Wednesday 8th September. Our 30-minute “Virtual Walks” will continue on Zoom in September, but we hope to return to live meetings (and an AGM) in the autumn. At present, the Royal Hotel is not available, so we are looking at the nearest possible alternative.

HERITAGE OPEN DAYS Friday 10th to Sunday 19th September 2021

This year John and Christine Netherwood are organising Heritage Open Days completely independently from Hull Civic Society.

This event was initiated by Hull Civic Society in 1981 (13 years before the national scheme) as Open House, organized on a voluntary basis by various Civic Society members. HODs was developed in Hull to new heights by Phil Haskins of PFH Productions, as a professional contractor from 2009 to 2013. In 2014, the committee agreed to John Netherwood's offer to organise HODs as our contractor on the same terms and he and Christine have built on Phil Haskins' success. Since 2017, they have worked with Beverley Civic Society to widen its scope beyond Hull & district.

Each year since 2014, John & Christine have worked hard to access sponsorship, engage tour guides and speakers, organise venues for talks and negotiate the opening of a wide variety of premises to the public. We thank John and Christine for all their work since 2014 and wish them well for the future of their new independent HODs arrangements.

John Scotney.

Pearson Park Walk 2021 Part 2

The first part of our walk ended at West Lodge and we now continue with the houses on the north side. The park itself will feature in a later article.



40 (Cheswardene) built by 1912, probably designed by City Architect Joseph H Hirst, and lived in by Harry Witty, Park Superintendent.

Nos. 41-42 plan 10/1/1887 ref OB 6317. Architect: R. Clamp,

41 (Frogner House) owned by John Love Seaton, tar & turpentine distiller, Commercial Buildings, 29, High Street, He founded Seaton's Oil Mills in Air Street, Sculcoates. He was born in Chatham in 1820. In Hull, he became an Alderman, a J. P. and, in 1873, Mayor. In the 1891 census Seaton gave his occupation as: "Commissioner of the Peace, Retired Alderman and a Jolly Good Fellow". The enumerator almost scratched out the paper! His previous homes were West Ella Grange and Auburn Villa, Pearson Park. He died in 1903 and is buried in Hull General Cemetery.



42 (Elsinore) owned by Clement F. Good, Danish Consul, merchant and ship owner. He was also a noted artist, whose book of sketches is in Hull History Centre. He married the daughter of Charles Frost, a noted early historian of Hull. Good was born in Denmark, but lived almost all of his life in Hull. His father was the Danish Consul in Hull, then moved to London, was knighted and became the Danish Consul for Britain, leaving his son as the Danish Consul in Hull. Clement Good died in 1896 and is buried in Hull General Cemetery.

43 (Studley House) plan 1/4/1867 OB 2392, surveyor: Sharp. Built for & owned by William Thornham, (1876, 1882, & 1885 directories). He was a sawmill owner and timber merchant, Scott Street, (Thornham Simeon & Son). Previous home: 15, Kingston Square. Thornham lived in Studley House for about 30 years from it being built. He is buried in Hull General Cemetery. The next occupant was Henry C Lambert, solicitor.



Nos. 44-45 plans 7 & 16/10/1863 OB 1701 and 1706, built by John Bruce.

44 (Melrose Villa) Occupied by Wm Cowie, Principal Officer of Board of Trade, (1882), then James Meek, hairdresser (1899)

45 (Auburn Villa) occupied by Alderman John L Seaton (1876, 1882, 1885 directories, Robt T Bruce (1899)



47 “The Larkin”, Nine new flats by Architectural Design Partnership Ltd, approved 18.11.2014, built 2015.

Nos. 48-49 plan 29/1/1894 OB 33. Architects: Smith & Brodrick.

48 (Westwood) owned by Charles Smith, forwarding & commission agent.

49 (Beechwood) owned by Matthew Edwards.



50 (Albert House) Plan 26.4.1861 plan 26/4/1861 OB 1180, R. A.

Marillier surveyor. Architect William Reeves. Built in 1861-2

Site included a huge vacant plot, only now being used. Owned by William

Pybus, general merchant and later

occupied by William Winder

Bewlay, noted brewer and maltster

of Hull, from 1891 until his death

in 1924. He left £76,000 when he

died. The lowest estimate for that

would be over £4 million. He was

twice afflicted by crime. On the

first occasion, a 17 year-old

housemaid was charged with

stealing £15 pounds' worth of

household items. On the second occasion (in 1921) a policeman, checking

the doors around midnight, when the owner was away, saw two men in the

kitchen. One escaped, but the other climbed onto the greenhouse roof,

pursued by the policeman, was knocked through the glass by "a witness",

escaped to Queens Rd but was caught and taken to Norfolk Street Police

Station. The prisoner was later sentenced to 12 months imprisonment. The

house was sold after Bewlay's death. The sale notice gives a description.



FOR SALE, Private Treaty, Albert House, Pearson Park, well-built Modern Residence, excellent repair. 3 sitting-rooms, cloak-room, 7 bedrooms, bathroom, cellars, garages, stables, garden, tennis lawn; vacant possession.—Apply W. Glossop, Albert House. 15

In 1926 Llewelyn Kitchen, noted Hull architect (Gelder & Kitchen), and his wife Maud, occupied it. His daughter, Dorothy, ran a music school for “voice production and singing” from this address. Llewelyn died in 1948.

51: new building under construction

Ref No: 20/01027/FULL | Validated: Tue 25 Aug 2020, Permitted Fri 20 Nov 2020
 3-storey building for 8 self contained flats with vehicle and cycle parking, refuse storage and amenity areas.

This hitherto undeveloped plot was associated with no.50.



51 Pearson Park on 24.7.21

Nos. 52-53 plan 17/5/1886 OB 6227, architect: R. Clamp

52 (Park House) Plan 17.5.1886 (now Fernlea Residential Home) occupied in 1899 by Joseph Fox Sharp, civil engineer, surveyor to the Board of Health and Borough Engineer (previously at no.54.

53 owned by John F. Ingleby, oil boiler & refiner.



54 (Avon Lodge) plan 14/2/1862 OB 1339,

Architects: Nicholls & Bower, West Bromwich and Nantwich; surveyor: Sharp

Built in 1862, it is the author's (Geoff Percival's) favourite with its lovely veranda.

It was probably the second house built in Pearson Park. The plan says "For James

Ainsworth, Esq., Leamington" – but it was owned by Joseph Fox Sharp in 1863. He was appointed as City Surveyor in Sept, 1861 and became Borough Engineer at a salary of £700 p.a. in 1876. He had moved by 1881 and later had Park House (no.52) built in 1886. He is buried in Hull General Cemetery. Henry Peck lived here in 1881 and John H. Walker, retired gentleman, was living here in 1891. He was still here in 1901 but called himself a "house agent". In 1920 a lady called Mrs Barton was advertising for a nurse for her 4 young children. She advertised for staff regularly throughout the 1920's. She was married to Wilfred E. Barton, a solicitor. He died in 1932.



55 (Welwick House) Plan 7.6.1870 OB 3065. Architect: F.W.Hagen.

Built in 1871 for J. K. Firth, of Holderness Road. Owned and occupied by Thomas Gibson, wine merchant, (Hodgson and Gibson) and his wife.

Thomas died early in 1880. His wife Rose Harrison Gibson lived there until February 1904 when she died leaving an estate of about £9,000, about a quarter of a million now. They are both buried in Hull General Cemetery. The house was up for auction in 1920.

AT TWO p.m. ON WEDNESDAY, April 14th, 1920
THE PARK, HULL.
WELWICK HOUSE.
A Detached Freehold Residence, with Southern aspect,
containing Entrance Hall, 2 Reception Rooms, Study,
Kitchen, Scullery, and w.c. on the Ground Floor; 6
Bedrooms, Bathroom, and w.c. above.
EARLY VACANT POSSESSION CAN BE GIVEN.
FOR SALE BY AUCTION, BY
MESSRS. N. E. EASTON AND SON,
a. Imperial Chambers, Bowlalley-lane, Hull, at 2 p.m.
on WEDNESDAY, April 14th, 1920, subject to condi-
tions to be seen three days beforehand at the office
of the Vendor's Solicitors:—
MESSRS WOODHOUSE, CHAMBERS, and CO.,
Parliament House, Hull.



56 (Audley House, later Pearson park House), built by 1876. Owned by Charles Copland, civil engineer and the manager of the British Gas Light Company. (1876, 1882, 1885 directories). He married Isabella Francis, the youngest daughter of Henry Blundell, paint manufacturer. All of the above are buried in General Cemetery.



57-58 plan 30/6/1864 OB 1846.

Architect: William Botterill, surveyor: Sharp. Built by Edwin Samson, Little Queen Street,



57 (Ellerslie) owned by James Harebooth Gresham, solicitor of Lee & Gresham 17, Parliament Street. Also Alderman and J. P. Previous house, 11, Pryme Street.

58 (Wolverton) Owned in 1871 by Horatio Harriman Ayre, of Ayre Bros., corn, seed and cake merchants and general commission agent, 24, High Street.

59 – modern flats, built on the site of “St Albans” Built before 1899, owned by John Henry Helmsing, shipping agent and an active member of the German Lutheran Church in Nile Street.



60-61 Built before 1899

60 (Rydal Lodge) owned by Frank Hare, toy dealer.

61 (Woodville / York Lodge) owned by Ernest Thellmann, corn merchant.



62 -65 (Elm Villas) occupied by 1864

62 (4 Elm Villas) owned in 1885 by Chas. Willis.

63 (3 Elm Villas) owned in 1882 by P. Stromer, commission agent, and in 1885 occupied by Rev William Henry Abraham, Vicar of St Augustine's Church.

64 (2 Elm Villas) owned by and home of Zachariah Pearson from 1864 to 1891. He was a master mariner, ship owner and & merchant and Mayor of Hull in 1859 and 1861. He donated the land for Pearson Park, Hull's first free public park.

65 (1 Elm Villas) George Bohn, civil engineer



64 & 65 Pearson Park

66 plan 18/6/1925 OB 489, house completed 28/5/1926. Built by Jaram, architect: E. E. Hancock. Owned by Miss Grindell. Later the Vicarage.



69 modern detached house, built by Jaram, architect: E Hancock.

70-71 Probably plan 21/12/1892 OB 7324.

Designed by F. S. Brodrick, built by F.

Blackburn, 61, Peel Street.

70 (St Heliers) owned 1899 by J.Reichardt of Reichardt Bros., importers of Russian produce, Park Ave.

71 (Dunedin) owned by Mrs Smithson in 1899

72-73 (Eastbourne Villas) probably plan 5/3/1877 OB 4616, built for Mr

Dowsing, land & estate agent, 15, Bowlalley Lane, and Argyle Villas, Beverley Road, No.72

72 (Sparkenhoe) by 1910, owned in 1881 by H. H. Hanson, Russian merchant

73 (Parkgate) owned in 1881 by Frederick Thompson, seed merchant.



Nos. 70-73 all became part of the Pearson Park Hotel. On 5.2.2014, permission (Ref. No: 13/01293/FULL), was granted to divide the hotel into three "Houses in multiple occupation": no.70:10 bedrooms; no.71:7 bedrooms; no.72 : 9 bedrooms. This was a reduction from the original scheme (21.8.2013) for 13, 9 and 11 bedrooms.



Pearson Park in 1909
(extract from Godfrey
Edition of Old Ordnance
Survey Maps)

I am very grateful to Geoff Percival for the loan of his research material, which forms most of the content of this article.

John Scotney.

The South Blockhouse

We received the following press release from Hull's Heritage Action Zone Officer on Monday, 24 May 2021:

Council receives £1m to enhance key maritime heritage site



Above: Hollar's plan of Hull 1640, showing Henry VIII's castle on the east bank of the River Hull
Right: detail - South Blockhouse

Further exploration works on an ancient blockhouse in Hull, commissioned by Henry VIII, are set to take place thanks to a successful funding bid.

Hull City Council has been awarded the first phase of £1m of funding from Highways England to deliver a programme of archaeological works

to conserve and tell the story of a 16th century fortress – a key part of the city’s maritime history as one of the most important ports on the east coast of England.

Located on the east bank of the River Hull, near to The Deep, the construction of the South Blockhouse was ordered by Henry VIII in 1541 to support his military campaigns and to protect the vitally important port and town of Hull from internal and external threats. The South Blockhouse was one element of a larger scheme of state-of-the-art defences, inspired by the most modern examples in Europe.

The South Blockhouse is a scheduled ancient monument of national importance due to its unique cloverleaf design and its rare layout as a self-contained fort, which was later converted to defensive ‘citadel’ in the seventeenth century, and only demolished in the mid-nineteenth century when it was superseded by Fort Paull to the east of Hull. Henry VIII commissioned many new defences, but apart from changes to the existing defences at Berwick, Henry’s new defences at Hull are the only ones outside of the south of England.

Community archaeology works funded by Highways England in 2017 and 2019 revealed the full potential for the site, and proposals to sensitively develop the South Blockhouse as part of Hull’s visitor offer were put forward.

The project will build upon previous community archaeological investigations, the latest of which not only revealed the monument’s cloverleaf walls and accompanying gun emplacements, but also saw archaeologists uncover a large section of an ancient cast iron cannon. The significant funding will conserve and enhance the 1,100sqm site as well as improving public access, unearthing more of the history of the area with physical and digital interpretation.

Work on the South Blockhouse site is scheduled to align with the neighbouring A63 improvement programme. The ongoing highways works will also deliver benefits to the South Blockhouse site with improved pedestrian connectivity between the ancient monument and the city centre.

Councillor Daren Hale, Leader of Hull City Council and responsible for Economic Investment and Regeneration, said: “The ancient monument was a key component of Hull’s historic town defences and as such is a nationally important heritage site that reflects Hull’s rich maritime history. Thanks to support from Highways England this underdeveloped, yet important point of interest will be conserved to raise awareness and reveal more about its past and its role to protect the city. It will become a visitor attraction in its own right.”

Frances Oliver, Assistant Project Manager for Highways England’s A63 Castle Street project in the city, said: “At Highways England, our work goes beyond operating, maintaining and improving roads. Although we are always looking ahead to ensure the needs of road users are met, it’s important that we also look to the past to preserve our cultural heritage for future generations. We are delighted to be able to award Hull City Council funding to further explore and tell the story of this amazing Tudor blockhouse to the local community and visitors.”

Keith Emerick, Inspector of Ancient Monuments at Historic England, said: “This is an exciting, once-in-a-lifetime opportunity for Hull and the South Blockhouse. The community excavations revealed the quality of Henry’s fortification and we look forward to working with all the partners to make this world class heritage site a must-see attraction for Hull.” The history of the South Blockhouse is part of Hull’s deep maritime heritage and complements the Hull: Yorkshire’s Maritime City project, a key cultural regeneration scheme in the heart of Hull’s city centre that will protect and celebrate 800 years of Hull’s maritime heritage.

Remembered Outings Part 1: Town Docks and Pier in Summer 1951

My grandad and I got off the 62 (Princes Avenue) trolleybus in King Edward Street. Until the mid 1950s, there was only Dolcis shoe shop at the corner of Jameson Street; the rest of the eastern side of the street was just a bomb site stretching down to Queen Victoria Square (called "City Square", by many people). The site was still vacant and weed-filled in

1954, when a giant telephone was erected there to celebrate the 50th Anniversary of Hull Corporation Telephones, shortly before work started on the present "Triangle Trust" shops.

We headed through Queen Victoria Square to Monument Bridge. As a 4 year old child, I was puzzled about where the water went under this one-sided bridge! At the end of Princes Dock there were always trawlers being refitted at C.D. Holmes engineering workshops behind the Art Gallery. I always fancied



walking across the little steel footbridge, so I'm glad it has survived, now at the opposite end of Princes Dock, next to Ask Restaurant.

Princes Dock Street was paved with granite setts with the dockside railway lines set into them. Originally they continued to Queen's Dock, but in 1951 they ended (with one rail a little longer than the rest), short of Whitefriargate. In the summer there was usually an ice cream van parked at the end of Princes Dock Street.



Top: Queen Victoria Square in 1963
Middle: Princes Dock 1966
Bottom: Princes Dock Street 1971

The wooden transit sheds between the street and the dockside were painted brown up to head height and cream above. On the east side, most of the buildings

between Whitefriargate and Posterngate have only changed use. More has changed south of Posterngate. One loss of 1981 or 1982 was the

Corporation Electric Lighting Station of 1892, which was replaced by flats. Another loss was the 1835 Mariners' Chapel, used as a warehouse for many years and demolished in 1978, according to David Neave's "Lost Churches and Chapels of Hull". In 1951 the dock was still used by seagoing ships and barges.



Left: Corporation Electric Lighting Station (1892),
Below: the former Mariners' Chapel (1835) (the nearest large building in the photo)
Both pictures dated 1971.





Above: No.7 Warehouse 1970;
Below: Princes Dock Street 1971



The southern end of Prince's Dock was enclosed by No.6 Warehouse, (now the Ask Restaurant) on the east side of the lockpit, and No.7 Warehouse, to the west. Despite a vigorous campaign by Hull Civic Society to save Number.7

Warehouse, it was demolished in 1971. At the corner of Mytongate and Princes Dock Street, stood a rather picturesque barber's shop, probably 18th century.

Mytongate was mainly busy with commercial vehicles. Horse-drawn rullies (flat 4-wheel carts) were still common in the early 1950s, while many tradesmen used a handcart - a simple 2-wheeled flat cart with two shafts for pushing and steering. Three-wheeled motorcycle vans were quite popular and the most common railway delivery vehicle was the very

manoeuvrable Scammell Scarab articulated van or flat-bed lorry, with its 3-wheel tractor unit. These were often referred to as "mechanical horses".



Above: Humber Dock Street 1971, seen from Princes Dock Street.

Below: Humber Dock 1950s or 1960s (picture postcard loaned by Colin Cooper)



Crossing Mytongate, our route lay down Humber Dock Street. I can just remember the original wooden transit sheds, but have a clear memory of the sight of them after most had been destroyed by fire.

According to "Hull in the 1950s" (John E Smith, Hutton Press 1994), the massive fire occurred on

13th July, 1951, so it was probably the following day when we saw the ruins of the transit sheds and their contents. The smell of burnt bales of wool stayed in my memory for many years, long

after new brick transit sheds had been built.

Although railway wagons could be seen on the dockside lines on Princes Dock Street, we saw them mainly on Humber Dock Street. They were moved by a blue-painted "town motor", basically an agricultural tractor fitted with a stout steel plate in front of the radiator and coupling

gear for attaching the wagons. Shunting engines were not allowed across Wellington Street Bridge. The 4-wheel railway wagons, both enclosed "vans" and open wagons, brought goods from or took goods to the Hull Central Freight



Wellington Street Bridge and Humber dock 1967.
Below: Minerva Terrace, showing Stevens' ice cream kiosk and the Banana Warehouse beyond, 1969.

Depot on the western side of Humber Dock. In Humber Dock, we usually saw larger ships than in Princes Dock. The Associated Humber Lines passenger and cargo ships, such as the Melrose Abbey, sailed to Rotterdam from the south eastern side of Humber Dock, opposite the end of Humber Street, until 1959, when the service was transferred to Riverside Quay. I remember once going up the gangplank of an AHL ship when my grandfather was invited up to talk to someone he knew.

On the western side we could see the coal hoists from which railway coal wagons were emptied into coal ships



Even as a child, I rather liked the handsome buildings of Humber Place.

Humber Place and Wellington Street 1987

Passing along Minerva Terrace, between the banana warehouse and the late-Georgian houses on the east side we would pass Steven's Ice Cream kiosk at the end, between the Minerva Hotel and the Waterguard Office. In front of us was the old wooden Minerva Pier, with a crane on it.

Nelson Street was full of interest. Tickets for the ferry and trains onward into Lincolnshire were bought at the Pier Station. It had two doors. The right hand one led into the booking hall and from the left hand door emerged little road-trains of trolleys conveying parcels and sacks of fruit. 14 years later, I had to present myself on the first floor of the Pier Station for the eyesight and colour-blindness test required for all new entrants to British Railways service.



Above: Minerva Terrace, with Stevens' Ice Cream Kiosk (now in Streetlife Museum)
Below: Pier Station, flats in 2009 and Pilot Office in 2013



Two buildings between the Pier Station and the Pilot Office were destroyed in the Blitz. In 1951 it was still a bomb-site and remained vacant more than 30 years until the present flats were built. Opposite the splendid Pilot Office (1819) was the Vittoria Hotel (demolished in 1964). It overlooked the Horse Wash, which was still used to wash horses' feet in the 1950s. Incidentally, we never referred to it as "Oss Wash" any more than we referred to our home city as "Ull". We had no pretensions to be a posh family and spoke with the Hull accent and a few dialect words, but spoke grammatically, apart from the ungrammatical Hull phrase "I aren't" and frequent omission of the definite article ("the") before many nouns.



Vittoria Hotel and the Horse Wash before 1931 (by kind permission of Hull Daily Mail)

The upper deck of "Pier" was always a popular place to enjoy the sights and sounds of the River Humber. You could watch tugboats

pulling trains of lighters (barge without an engine), larger ships bound up-river, or coming from Goole, Selby or the western docks and the movements of the "New Holland Packet". However, I'm almost certain, that on that day in 1951, our journey continued across the river. *(To be continued).* John Scotney.



Above: The Pier in 1964 shortly before the upper deck was demolished. Below: the bridge and pontoon for loading people and vehicles onto New Holland ferries. (12.7.1981)

Beverley Road Townscape Heritage Scheme - boundary improvements

Hull Civic Society has been represented on the Board of the Beverley Road Townscape Heritage Scheme since it began. Its aim is to improve the appearance of this major route into the city. In addition to part-funding improvements to buildings along Beverley Road, there is Heritage Lottery Funding in the scheme for improving property boundaries. Florence Liber, the Townscape Heritage Project Officer, has circulated pictures of some of the completed boundary work by July 2021.



Kingston Youth Centre -
Left: before; middle and right: new railings & stone pillars



85-93 Beverley Road



74-84 Beverley Road



Stepney Station 183 Beverley Road



Plot adjacent to 190 Beverley Rd and corner of Station Road



Beverley Road Baths, 250 Beverley Road - Installation underway of new stone plinths modelled on surviving examples and new front railings and reinstatement of missing scrollwork railings, modelled on existing ones (in the background)

The Townscape Heritage Scheme's property improvements take longer to bring about, as the pace is determined by the property owners' applications for funding. By May 2021, 3 projects (5 properties) had been completed, 6 more projects (8 properties), had been approved by the BRTHS Board and were awaiting National Lottery Heritage Fund approval, 5 grant applications (7 properties) were in preparation and there were 2 reserve projects, subject to funds being available. The two largest projects are the rebuilding of 52a-54 Beverley Rd - part of Brunswick Arcade - and re-purposing of the former Trafalgar Street Church.

John Scotney.

Planning and Buildings

Old Town

Regeneration of the Fruit Market district by Wykeland in partnership with Beal Housing is nearing completion, with the housing in and around Blanket Row occupied or ready for occupation and the retail and leisure section of Humber St fully in use.



Left: Beal housing in Blanket Row. Right: Humber Street retail and leisure

The east side of Queen St is built up again with the Digital Hub (C4DI) and the new 350-space multi-storey car park is open on Humber St. The new Arco Headquarters are almost ready for use, offices and cafes have re-opened next to the former Central Dry Dock (“@thedock”) where Hull Truck Theatre's performances of Romeo & Juliet ran from 15th July to 7th August this year. From Marina to Tidal Barrier, there is a real "buzz" about the whole of the Fruit Market.



Left: Digital Hub, Queen St; Middle: New ARCO head office, Humber St; Right: @the dock - stage set for Romeo & Juliet (Hull Trck Theatre)

Access to the Fruit Market has been greatly improved by the opening of Murdoch's Connection footbridge in February 2021 and work is already in hand to improve the pedestrian route under Myton Bridge via High St and Humber St before the pedestrian crossing from Market Place to Queen St is closed. The district's attractions will be enhanced when flood defence work at the Pier is finished and people can once again stroll there.

There is also plenty of activity north of Castle St. Maister House, the only National Trust property in East Yorkshire, became vacant when the firm of Gelder & Kitchen closed some years ago. It is not yet open to the public, but is now back in use by a firm called Culture Music, who repair musical instruments and offer lessons in Singing and instrumental performance including Woodwind, Brass, Piano, Guitar, Orchestral Strings, Harp and Theory for all styles of music.

In w/c 19/4, permission was granted to convert the listed 12 & 13 Bishop Lane (1750s) from offices back to houses.



Developers promoting a scheme to build 16 flats next to Blaydes House, in “little” High St launched an appeal in w/c 19/4 against the refusal decided on 27/7/20. The Conservation Area Advisory Committee, Hull Civic Society and the Georgian Society

for East Yorkshire have objected to the appeal. A decision from the Planning Inspector is still awaited.

In Lowgate, the conversion of Middleton Chambers and 14 Bishop Lane into flats has begun (observed 5.5.21 by Colin Cooper).

Silver St has been enhanced by the refurbishment of no. 4-6 as a convenience store.



4-6 Silver St (the long building)

An 11-apartment conversion of Payne & Payne's old premises was proposed in w/c 7/6. It comprises three connected properties, Hanover House (98 Alfred Gelder St), the listed Salop House and 15 Manor St. We and CAAC (Conservation Area Advisory Committee) have expressed some concerns about some practicalities of the scheme and the lack of detail in the documents.



Above left: Hanover House (to the right of the Burlington Tavern)
above right: 15 Manor St and right: Salop House

In Whitefriargate, work is in progress on the former Telstar bar at the corner of Trinity House Lane to extend it from nos. 1 and 2 into no.3. At the listed 7-9, approval was granted in w/c 29/3 and conversion of the 2nd floor and attic into apartments has begun. In May (w/c 3/5) there was an application to convert 57-58,

the shop unit vacated by Bon Marche into a cocktail & wine bar. Next door, at the corner of Parliament St (no.55), conversion of the former HSBC into a training centre for the new owners, PAGABO, is still in progress. Across the road, at no. 15 (next to The Works), the new Wrecking Ball café, meeting venue and record shop is now fully open.



City Centre

Permission was granted in w/c 29/3 for the NHS offices in Victoria House, Park Street (the Victoria Children's hospital until 1967) into 60 flats, and erection of a 3-5 storey new block of 68 flats



Left: Hammonds of Hull
Above: Debenhams

All external cleaning work has been completed at Hammonds of Hull, and ResQ call centre has moved into a space on the first floor, relocating from Criterion House on George St. We look forward to the opening of the food hall in the ground floor and basement.

Debenhams department store closed for good on 13th May. Originally Thornton Varley's department store, it suffered bomb damage in the Blitz. In the 1950s it was rebuilt and extended to Ferensway, but parts of the original building can still be identified, especially in North St. .

Change of use from offices (ResQ call centre) to 47 flats at Criterion House, George St, was given Prior Approval in w/c 19/4. The building is named after the Criterion Cinema, previously on this site, demolished more than 50 years ago.



In w/c 26/4, permission was given for external alterations to George House (next door at 67-73 George St), in connection with conversion to flats.

An application was submitted in w/c 26/7 to convert Brown's Bookshop building in George St into 14 flats. It was built in the late 18th century.

Prior Approval was given in w/c 19/4 to convert Cooper House, in the Maltings, to 33 flats. Also in the Maltings, Listed Building Consent was granted in w/c 21/6 to turn 1 Silvester Square into 12 single-bedroom apartments.



The Maltings (former Hull Brewery site) Left: Cooper House, Right: 1 Silvester Square

As part of the Hull- Maritime City project, internal and external work is still in progress at the Maritime Museum. The appearance of sea-monster (Kraken) tentacles reaching out of upper windows has added an amusing touch this month.



There was an application in w/c 7/7 to change the disused Staples (office supplies) store at Myton Retail Park into a new base for the Revive Church. Demolition of the other buildings on Myton Retail Park, Myton St, to create a 166-space pay & display car park was proposed in w/c 26/6.

The former Central Synagogue at the corner of Osborne St and Anne St became a nightclub in the 1980s, with a succession of names, the most recent being the Heaven and Hell Club. The music has been silent for a long time, but on 21/7, we received notice of an application to build an 8-storey block of flats with retail and car parking on the ground floor and more parking at 1st floor.



images from the Design & Access Statement prepared by Howard and Seddon, Architects, on behalf of Premier Builders Ltd

The rebuilding of the listed Earl de Grey pub on its new site next to Castle Buildings and facing onto Waterhouse Lane (already approved) moves a step closer with an application in w/c 2/8 for various minor alterations to the scheme.



The relocated Earl de Grey and Castle Buildings, with the proposed link.

Park Street Centre (Hull College):

Originally built as a private school, it was bought by Sir Titus Salt and made into a home for orphaned children of seafarers. It opened in 1867 and was known as the Sailors’ Orphan Homes or Asylum. In 1898, it was transformed into a Technical School, which eventually became part of Hull College.



Since its closure in 2016, it has been transformed into “The Park Hotel”, with fully air-conditioned rooms, serviced apartments, studio apartments and other rooms. On the site is a bar and Scalini’s Italian Restaurant. The development, now open, is a superb use of a historic building only yards away from St Stephens and the Transport Interchange. (Photo of the Park Hotel and report by Colin Cooper).

East

In Victoria Dock Village, plans were submitted in w/c 14/6 for a 4-storey building on South Bridge Rd for two ground floor units (restaurant and pub), with 14 flats above.

In w/c 12/7, there was an application to build a 5-storey extension at the Cornmill Hotel (corner of Holderness Rd and Mount Pleasant) to provide 19 serviced apartments.

West

Permission was given in w/c 5/7 to build a new Sikh temple and community centre ("Gurdwara") in Wheeler St, Anlaby Rd, to replace their present base in nearby Parkfield Drive next to the old Carlton cinema. The proposed building is not only visually interesting, but also a technically



advanced "passive building", designed to minimise carbon footprint.

North

The scheme to create a memorial garden and conserve the the National Picture Theatre ruins on Beverley Rd was approved in w/c 12/7

Hull Civic Society Contacts

Honorary Secretary,

Cynthia Fowler, 998 Holderness Rd, Hull HU9 4AG

pinkhouse1@hotmail.co.uk- tel: 01482 377434,

Chairman & Newsletter Editor,

John Scotney, 126 Cottingham Rd, Hull, HU6 7RZ

johnscotney126@gmail.com - tel: 01482 492822.

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