

# HULL CIVIC SOCIETY

## NEWSLETTER

June 2020



### **Pearson Park: new bridge, new bandstand and new conservatory**

*In this issue: Coronavirus; Sam Featherstone and Peter Newman; Heritage Open Days; Programme; Newsletters by Email; The Southern Part of Hull's Old Town: Survival Against All Odds, Part 1; The Buildings of Whitefriargate Part 2; Found among my souvenirs; Beverley Road Townscape Heritage Scheme Update June 2020; Planning & Buildings; September Newsletter; Officers and Committee; Membership for 2020; Membership & Gift Aid form.*

**Illustrations are by J.D. Scotney, or supplied by the authors of the articles.**

**[www.hullcivicsoc.info](http://www.hullcivicsoc.info)**

## **Coronavirus Pandemic**

It is a great disappointment that Hull Civic Society has, for reasons of safety, had to cancel the last public meeting of the 2019-20 season and the whole of this year's Summer Programme and postpone the AGM. Even Heritage Open Days, scheduled for 11th - 20th September, will be very different this year. However, all these are small matters compared to the deaths, suffering and hardship the Covid-19 Pandemic has caused to many people in Britain and worldwide.

Personally and on behalf of my fellow committee members, we would like to express our sympathy to any of our readers who have suffered financial hardship, unemployment or family bereavement in the last few weeks.

John Scotney, Chairman

## **Sam Featherstone and Peter Newman**

We were very sorry to hear of the passing in 2019 of two regular members of the audience at our public meetings. Sam Featherstone, who had been a member for many years, died in August 2019. We would like to offer our sympathy to his wife Lynne, who always attended meetings with him and is continuing as a member. We also heard recently of the death of Peter Newman from one of his Executors. Our condolences go to his family and friends he left behind.

John Scotney, Chairman.

## **Heritage Open Days 11th-20th September 2020**

To comply with government-recommended precautions against Coronavirus, Heritage Open Days 2020 will feature a talks programme entirely on Youtube and a smaller range of walks, each limited to five walkers and the guide. Only a small number of buildings will be physically open to visitors but there are more that can be "visited" online. The brochure will not be printed this year, owing to the problem of distribution, but it will be available online at the Hull Live website of Hull Daily Mail and through a link from the Hull Civic Society website.

Thanks to John & Christine Netherwood and all participants for their flexibility in devising a strategy to ensure HODs 2020 will still happen.

## **Winter Programme 2020-21**

***The Royal Hotel is not currently available for meetings.***

Owing to the continued threat of the Coronavirus Pandemic, the Executive Committee of Hull Civic Society has agreed with regret, but unanimously that, for the safety of all members of the Society, the 2020 AGM that was rescheduled for 12th October will be postponed once again to April 2021. We have considered various options, but have concluded that for Hull Civic Society, this is the only workable solution. The programme of public talks is also suspended, at least until January 2021, but in any case, our usual venue, the Royal Hotel is not currently available for meetings.

John Scotney, Chairman, and the Executive Committee

## **Summer Visits Programme 2020 and 2021**

As it has been necessary to cancel the planned summer 2020 visits, we hope to include the same visits (and possibly more) in 2021.

### **Would you prefer to receive your Newsletter by Email or Post?**

For all members, the Newsletter is an important link with Hull Civic Society, especially if you are unable to attend the monthly meetings. At present, we post printed Newsletters to the majority of Civic Society members three times a year. 37 members have opted so far to receive it by email. If you haven't seen the online version, archive issues can be viewed on the Civic Society website. However, many of you, even if you use emails for other purposes, prefer to receive, the printed version, whether to read it away from a computer screen, keep for reference or pass on to a friend or family member. The choice should always be yours. Please contact the Editor [john.scotney@talk21.com](mailto:john.scotney@talk21.com) if you wish to receive your Newsletter by email instead of by post. Some of you have already opted to receive periodic Planning Reports or notices of additional events, by email. It has been proposed to combine these two communications into regular periodic "Update" bulletins in between Newsletters. If you wish to receive "Update" bulletins, please contact the Editor at: [john.scotney@talk21.com](mailto:john.scotney@talk21.com)  
***Your email address will not be shared with any outside body and emails are sent out "blind" so that your email address remains confidential.***

## The Southern Part of Hull's Old Town - Survival Against All Odds, Part 1

Prior to World War 2, the Old Town did not have a "Southern Part". The Old Town was basically the ancient walled town, founded by Edward 1<sup>st</sup>. in his 1299 charter, plus a southwards extension to reclaim land with excavations following the construction of Humber Dock in 1809.

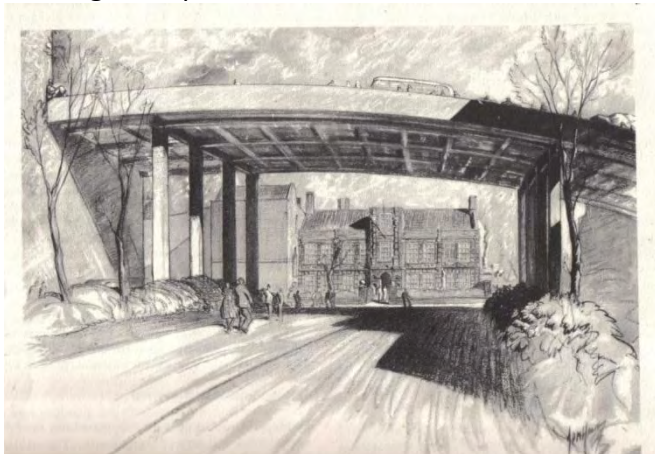
As late as 1923 Thomas Shepherd, Curator Extraordinary and the "Father of local history in Hull" stated that "On a Modern Plan of Hull, the Old Town looks like a small heart and like a small 'heart' it still controls the rest of the City". However, soon after, three major events took place in quick succession.

(1) World War 2-where Air raids etc particularly in the Pier and River Hull areas took a heavy toll.

(2). The Abercrombie Plan, drawn up in 1942 (after much of the wartime bombardment). It was produced by two eminent planners, Edwin Lutyens, and Patrick Abercrombie, and was published in 1945. Described at the time as a "Remarkable Statement of vision and Evolution," it was not to be seen as a quick fix. The New City would have been very different to today's, with a new Railway Station making use of Hull's high level rail line, and a relocated traffic-free shopping centre to the south of Carr Lane.



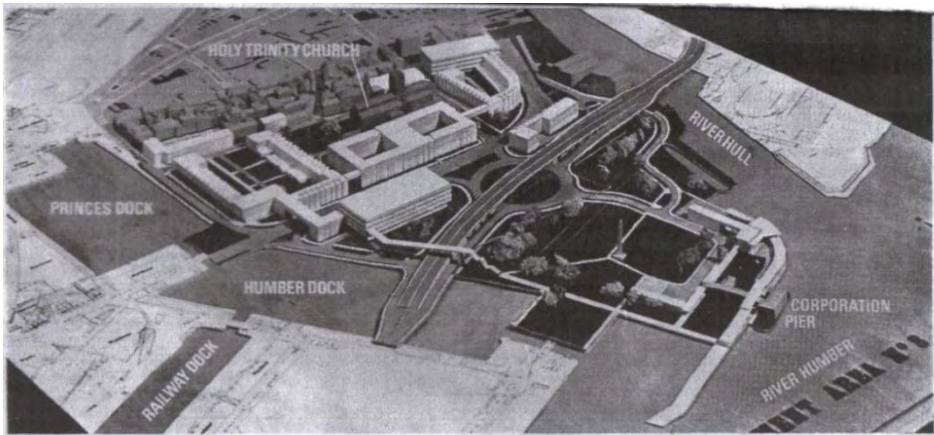
Many landmarks such as the City Hall and Dock Offices would have been swept away and while retaining some of the Old Town, it was the first "masterplan" to propose a major road dissecting the Old Town. This was to run along the line of Mytongate, then suddenly rising and sweeping northwards along High Street to a new Drypool Bridge, destroying all buildings except Wilberforce House.



Fortunately, due to lack of enthusiasm from City Centre businesses, the plan was side-lined and despite being described in 1951 as "Produced on a wave of Unbridled Late-wartime Optimism", it was consigned to the Guildhall rubbish bins.

(3) Hulls 1951 Development Plan - to replace the above. It was produced by the Local Authority under the new Town and Country Planning legislation of 1951 as a document to guide the city over the next 20 years. Far more realistic and affordable than the "Abercrombie Plan" it still included the dissection of the historic Old Town, not by one but two major roads, one still destroying historic Mytongate, and taking the line of High Street up to Drypool Bridge, but this time part of an "Orbital Box" aimed to rid the existing City centre of traffic, and a further road (horror of horrors) crossing Humber Dock opposite Humber Street with its two carriageways ascending west of the Humber dock to cross the River Hull not far from the present Myton Bridge. And to worsen matters, the two roads would be linked by a grant roundabout somewhere in the Blanket Row/Humber Street area.





Illustrations in both of these plans have one thing in common: no building would have been retained between Holy Trinity and the Victoria Pier. Both Abercrombie's and the Corporation's plans envisaged greenery and a bleak promenade, rather futuristically named "Humber-side Park" on some of the publicity material. What chance would there have been for the encircling water spaces, the boats and the buildings so essentially part of the Old Town for centuries?

This was the situation when the Civic Society came into being (1964). However, a Public Enquiry into the envisaged road plans was held in 1967, at which the Society was a principal objector. Our main objection was that the roads would spell "The end of the Old Town" and "would preclude the development of the Waterfront and the Town Docks in the way most likely preserve and enhance the character of the city"

The inspector's report accepted the Conservationists' (was such a word even invented then?) view that an East-West route with a bridge at Blackfriargate, should be built but only this one road. The decision at least granted a "Stay of Execution" over a large historic area which was on the point of being compulsorily acquired by the Corporation, in advance of these works.

In 1966 the Civic Society in its first "Old Town Report" described the Great Church Of Holy Trinity as "Brooding over an unhappy Wasteland". Wasteland it certainly was - the southern part of the Old town only had about 20 residents, mainly connected with its five surviving pubs and a few shops. There were hardly any post-war buildings and despite the fact that

the Old Town contained 55% of the 246 buildings recently listed by the DOE as of "Special Architectural Interest" under the 1962 Town & Country Planning Act, there was only one such structure in the "Southern Part "of the Old Town- the 19th Century Pilot office at the corner of Queen and Nelson Streets.

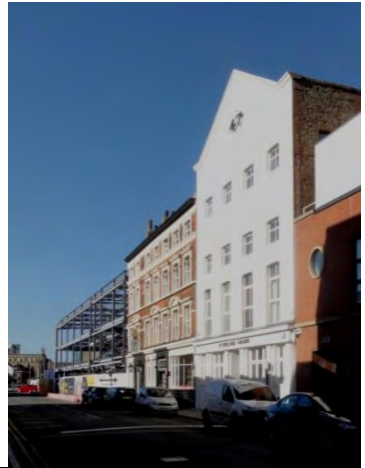
Help and hope did arrive, however. By the 1970s the City Council, concerned over the adverse effects of comprehensive redevelopment, (think Ferensway and Albion Street) decided to embark upon a policy of "regeneration ' in the Old Town. This policy included the purchase of the disused



"Town Docks Estate in 1973, by means of a Government "Derelict Land Grant" and they further assisted renovation and restoration of historic buildings by means of grants, bringing back into use long-empty properties for both housing and leisure.

Then in 1973 the "Northern Part" was given conservation area status, the second such area within the city to be awarded this status. It was very good news, but it widened even further the "arbitrary" division of the Old Town now being "Conservation Area" (North of Mytongate), upgraded to "Outstanding" in 1975, and the remaining part. So not surprisingly, gradually by 1973 things looked up in the "Northern Part" of the Old Town. 1972 saw a Good Mark awarded for No 10½ King Street near to the Open Market for the renovation of a Georgian bow-windowed shop to provide a Pottery Studio/Cafe (I can still remember being in disbelief for this happening - in the Old Town too! This was the first significant restoration and 'new use' conversion in the Old Town. Shortly after, a new Property and Development Company, Wykeland Limited (Est. 1969) had converted a disused warehouse at 43-45 High street into offices and studios (Another Good Mark Award) plus the Victorian No 48 High Street for their own use.

Then, significantly, they converted a Victorian Sack, Bag and Rope warehouse at 47 Queen Street (overlooking the Humber and Sammy's Point) into offices. They later became a key player in the regeneration of the "Southern Part" of the Old Town, as we shall see later.



Wykeland House 47 Queen St

### A "Stay of Execution "at last

So by 1973 the "Fruit market area had at least been given a stay of execution and was

not to be relocated, as originally planned. This area was no longer required for the second major road scheme which was now abandoned.

However, the market's viability in changing times, plus the likely cessation of the long-established New Holland Ferry (the Humber Bridge was approved and set to go ahead but at the time it would have been completed by 1976), cast a very dark



Humber Street fruit market

shadow over this fascinating area. *(To be continued)*

Colin Cooper.



## The Buildings of Whitefriargate, Part 2

In part one, we looked at the variety of buildings stretching from Monument Bridge to Parliament St. West of Parliament St, the disused HSBC bank at 55 Whitefriargate makes an impressive start to our second stroll. It was designed by Lockwood & Mawson in 1878-79<sup>1</sup> for the Yorkshire Banking Company Ltd (not to be confused with the Yorkshire [Penny] Bank)<sup>2</sup>. By 1913 it was owned by the London City and Midland Bank Ltd<sup>3</sup>, which became the Midland Bank, later absorbed into the Hong Kong Shanghai Banking Corporation (HSBC). The ceiling of the banking hall is as splendid as the bank's exterior.



HSBC Bank on 12.9.2013

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<sup>1</sup> David & Susan Neave, *Hull Pevsner Architectural Guide* 2010, p.104 (English Heritage & Yale University Press)

<sup>2</sup> *Leicester University Historical Directories - White's Hull 1851*

<sup>3</sup> *Leicester University Historical Directories - Kelly's Yorkshire East Riding 1882*



Ceiling at the HSBC bank in 2008

The upper floors, known as Bank Chambers, are entered by a separate door in Parliament St. The 1<sup>st</sup> floor room was used by at least one firm of accountants, Hodgson Harris, to host annual general meetings of small firms.

The gates immediately to the east are a splendid example of modern design.

The handsome 3-storey neo-classical building at 57-60 dates from the 1930s, with the bays separated above the shop fronts by Tuscan pilasters and lead panels between the first and second floor windows <sup>4</sup>. According to the 1913 Kelly's Directory, there was an entry between 58 & 59 called Printing House Square, which also appears (un-named) on the 1928 O.S. map.

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<sup>4</sup> David & Susan Neave p.104

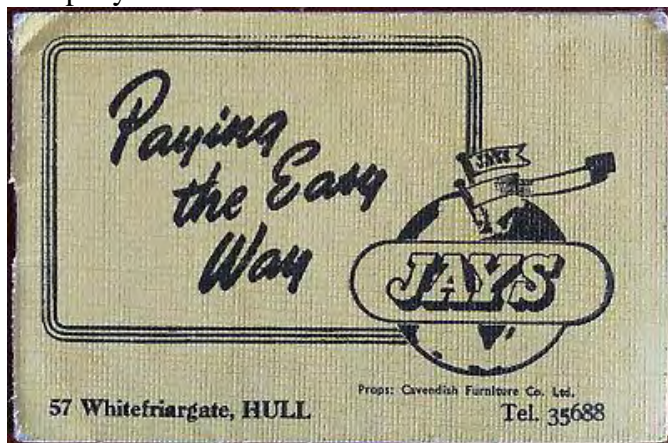
Older readers may remember the current building as belonging to Jays (later Cavendish) furniture store, but with Paul Gibson's help, the picture has become much clearer.



57-60 Whitefriargate (18.7.2017) also showing the decorative gates (left)

Trade directories show that Jays were in Prospect Street and Wright Street from the 1920s to 1943, so the building was not commissioned by that firm. In 1933, older buildings were on the site. No.57 was Jackson's, hatters and No.58 housed Lockwood & Bradley, tailors and Warnall, photographer. In 1936 and 1937, nos. 57-60 were not listed, but in 1937 there is mention of Printing House Square. It seems most likely that the new building which occupied the whole site 57-60, was erected in about 1938 for Hills & Steel Ltd's "Bazaar". The first directory reference Paul has for Jays at 57-60 Whitefriargate is in 1953-54, when JAX Stores Ltd (ladies outfitters) and Jays Furnishing Stores Ltd. were both there. It is possible that they were bombed out of Prospect Street, and re-located to Whitefriargate at some time between 1943 and 1953. By 1960, although

still trading as Jays, the business was owned by the Cavendish Furniture Company Ltd<sup>56</sup>.



Collectables, Paper & Ephemera, Ephemera | eBay!

It was later owned by the Great Universal

Stores group, who merged them with Woodhouse furniture company to form Cavendish Woodhouse. By the 21<sup>st</sup> century, the premises had been divided into two units. The western unit, 57-58, was Bon Marché and the eastern unit, 59-60 was Poundworld, in 2017, but both are now vacant.

Next door are two older buildings. No.61, a 4-storey structure covered in white-painted stucco, housed the Singer Sewing Machine Co. Ltd in both 1882 and 1913 (with other businesses above). In 2013 it housed Quicksilver, a slot-machine gambling establishment, now Admiral Casino. The 3-storey no.62 has decorative brickwork, with two panels of ceramic tiles below the first-floor windows. In 2013 it housed a company called “Cheque Centre”, then “Demon Trading” and has been home to a café called “Bean & Nothingness” since at least 2018. White’s Directory of 1851 shows John Rollit, solicitor, at 62<sup>7</sup>. He established his business there in 1850. By 1882, Rollit & Sons were at Cogan House in Bowlalley Lane.

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<sup>5</sup> Paul Gibson email 13.4.20

<sup>6</sup> Paying-in book image found on Google under “57 Whitefriargate” 30.3.20



In Kelly's 1913 Directory<sup>8</sup>, 63 was a pub called the Royal Flower Pot, while 64, 65 and 66 was the main façade of the George Inn, which had its coach entrance to the yard from Land of Green Ginger. This surviving part of the George is dated in the Pevsner Guide to late 18<sup>th</sup> century with mid-19th century stucco façade<sup>9</sup>. An old postcard shows a Whitefriargate

façade similar in style.



Above: Land of Green Ginger: George Hotel in 2011  
Left top & bottom: George hotel facade in Whitefriargate and



Baines's 1823 directory says that "York coaches call here four times per day. Passengers and parcels booked to all parts of the kingdom", but the coaches actually started from John Morris's coach

office at 32 Market Place.<sup>10</sup>

<sup>8</sup> Leicester University Historical Directories – Kelly's East Riding of Yorkshire 1913 Part 2

<sup>9</sup> David & Susan Neave p.98

<sup>10</sup> Directory & Gazetteer of Kingston Upon Hull – Edward Baines 1823, p.349



In 1934, the Whitefriargate part of the George Inn was replaced by a “moderne” style building, complete with steel “suntrap” window frames and white stucco, designed by A.L. Farman for British Home Stores’ first Hull store. It was extended to the west in the same style in 1956-57, taking in the site of the Royal Flower Pot pub (by then a shop).



Above: The original BHS store of 1934, with its 1956-57 extension

Right: 67 Whitefriargate, 12.9.2009

Number 67, at the corner of Whitefriargate and Land of Green Ginger, is a decorative building faced in ashlar stone in Baroque Revival style with a mansard roof was built in 1884 for the Colonial and United States Mortgage Company to the design of Robert Clamp and William Alfred Gelder. Later, it adopted the name Colonial Bank and the



premises also housed the Pearl Assurance Co. Many older readers will remember it as the Singer Sewing Machine company, and most recently as the Britannia Building Society.

It has been empty for some time, but permission was granted on 24<sup>th</sup> March 2020 for Change of Use to a "wine/cafe bar/restaurant/and live music venue". *(to be continued)*

*In Part 3, we shall look at the grand properties, all owned by Trinity House, on the south side of Whitefriargate*

John Scotney

### **Found among My Souvenirs: Old Town Trails, etc.**

While taking time during the "Lockdown" to look at some "Old Town Trails" I was thinking about the wealth of detail in these - not the colourful 2013 Old Town Trail but earlier ones such as the folded maps produced by Paul Priestley Leach between 1979 and 1983 and the sponsored "Hull City Trail" (c.1992) which evolved into the famous Fish Trail some years later.

Then up popped the "Old Town Trail Game" for "adults of all ages" - a highly entertaining board game which would surely appeal to today's children if they could be prised from their Play-Stations and X-Boxes!

It was also a unique SNAPSHOT of what the Society was focussed upon almost 40 years ago when the Old town's "Rebirth" was just gaining momentum. I do not know who wrote or illustrated it but take a look- a "Guide" for people who were not around in 1980 or have short memories is attached as follows: -

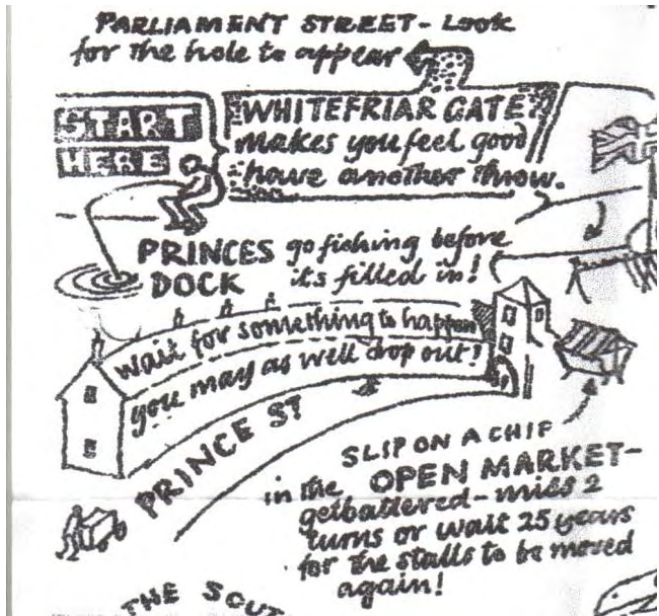


### 1) Whitefriargate - (Makes you feel Good.)

This comment refers to the Civic Society Good Mark, won in July 1977. Hull City Council and Humberside CC had pedestrianised and landscaped this and Parliament St. Its fortunes were greatly enhanced by creating Hull's first traffic-free shopping street.

### 2) Slip on a Chip In the Open Market

The long-established Bob Carver's Chip shop had moved from its stall to Trinity House Lane in 1979. However the society was still concerned about the Open Market's state in 1980 and were asking for members comments on ways to improve its



unkempt, litter-strewn appearance. It even prompted Founding Conservationist Rupert Alec-Smith to write in the March 1980 Newsletter about this. The area was eventually paved, new, easily-dismantled stalls were added and litter became less of a problem.

### 3) Princes Dock (Go fishing before it is filled in)

The dock was to be filled in to provide a "Commercial Element" to the Town Docks Regeneration Scheme, following their purchase for the City by means of a Government "Derelict Land Grant" in 1978.

The campaign to "Save the Water in Princes Dock" first began in 1978 when ASDA revealed plans to build a Superstore and multi-storey car park on the Dock. However some months later at one of our Public Meetings to



discuss Shops and Retailing, they surprisingly claimed to have abandoned this and were building Hull's first "Superstore" in Main Road Bilton. This plan was approved after a Public Enquiry but still a threat hung over the future of the dock. Eventually at least the listed, dock walls and most of the water area was saved.

#### 4) Prince Street (Wait for something to happen-you may as well drop out)

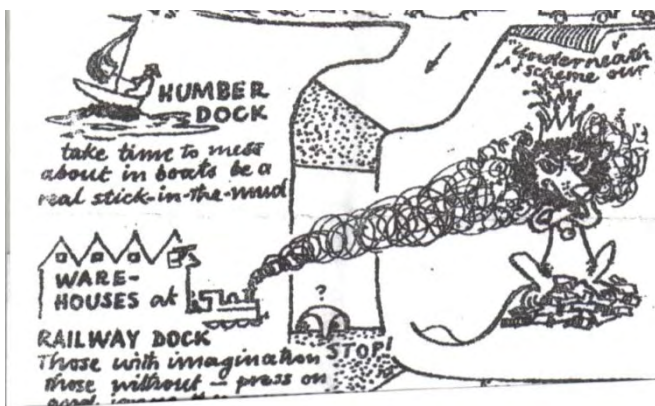
This sorry looking Georgian terrace was a major sign of the Old Town's decline. Unloved despite being the most painted and most- photographed terrace in Hull, this superb street (Built by Joseph Page in 1770's) languished in a state of near total collapse. Eventually again with help from the Inner- City Aid Programme and Grants from the Historic Building Council, it was refurbished by Mr F.T B. Hooson and in July 1981 had won a Civic Society Good Mark.



Prince Street, rear in May 1976

#### 5) Railway Dock Warehouses - (Those with imagination stop!).

Once more these fine traditional Warehouses were under threat and Conservationists made a bid to save the splendid listed No12 warehouse of 1857 at a Public Enquiry in 1981. Unfortunately they

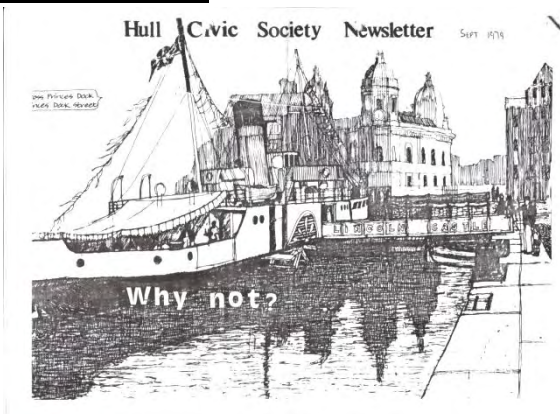


lost but by 1981 Inner Area Programme monies made it possible to save No 13 Warehouse -the eastern end of the block. (Similarly Grade 2 listed) It was to be restored for "Marina related or Housing Uses" The marina itself opened soon after (in 1983).



## 6) Watch The Lincoln Castle sail away forever

Of course it did. In 1978 the "Last Coal Burning Paddle Steamer in the UK" was withdrawn as it needed a new boiler. Firstly, the National Railway Museum were interested then in April 1979 it was sold to Mr. Francis Daly, who owned the Waterfront nightclub



overlooking Princes Dock. Conservationists such as ourselves were all in favour of its proposed conversion into a floating leisure centre and museum in Princes Dock, and a Civic Society Good Mark was awarded in May 1979. However, in one of Hull City Council's unbelievable decisions, which explains why development is so slow in this city (Think Ferensway 1930-2008, and Albion Street 1941 to date) the scheme was "Rejected" by Councillors before the final plans had been submitted!!

By 1981 it has "sailed into the sunset", at least as far as Hessle near to the Humber Bridge which ironically had made the ferry redundant. It remained there as a restaurant until 1986, before being sold to new owners in Grimsby for restaurant uses. It was mercilessly scrapped in 2010 (another piece of Hull's Maritime history lost forever).

## 7) Old Harbour(Fall through a gap in the Quay)

In December 1978 it was announced that part of Hull's Inner area Program finance would provide for the "Reconstruction of the River Hull wharves" in order to "Increase the River Hull's working efficiency" with the ancillary benefit of creating a walkway from Drypool Bridge to the new Tidal Surge Barrier(Opened in 1981).



8) 23-28 Lowgate (The Chains Drag")

# Anger over Lowgate curb on bulldozing

A HULL CITY COUNCIL committee was urged yesterday to use six Old Town buildings as a symbol of the "foolishness and absurdity" of a Government decision to save them from the bulldozer.

Coun. Sir Leo Schultz, council leader, wanted to let the buildings stand with no work done on them during construction of new Crown Courts alongside.

People would demand a public inquiry for action, he told the Policy Committee.

The buildings, in Lowgate, were saved from demolition by the Department of the Environment on the grounds that they have some historical or architectural merit.

Sir Leo also suggested that a sign should be erected, saying the buildings were the Department's idea of beauty.

Another idea was that members of the Civic Society, which had called for the buildings to be saved, should be taken "in chains" to see what it was claimed they were responsible for.

Mr Basil Wood, Chief Executive and Town Clerk, pointed out that the authorities had said they would be prepared to go ahead with the courts scheme on condition that the preserved properties were put in order.

In the end the Policy Committee set up a group to consider what should be done with the properties and to look at the site for the courts. Members also decided to tell the Department of the difficulties it created for Hull by its preservation decision.

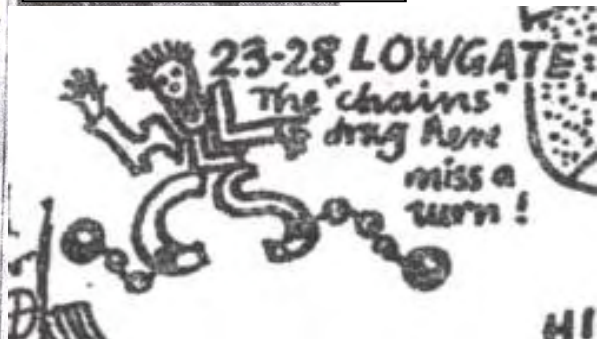
solicitor, said it raised problems.

In addition to the £500,000 headache it might incur to restore the deprived properties, new tenants for the exempted properties would have to be found as the Crown Courts authorities were not interested in a development which tried to marry old and new buildings.

Coun. Alex Clarke told the Policy Committee that the Department's decision was unbelievable.

This relates to the pathetic response by the then leader of Hull City Council (Sir L) to the fact that Conservationist Groups including the Civic Society had blocked the City Council's plans to bulldoze 6 Georgian properties (One Grade 2 listed) in the Old Town Conservation area to make way for landscaping for the city's new Crown Courts Complex.

Above & left: Hull Daily Mail 24<sup>th</sup> or 25<sup>th</sup> Sept 1977  
Below: detail from The Olde Town Trail Game



The story of how we were to be "dragged through the city in chains" to see the consequences of our victory are deeply rooted in Civic Society folk-lore. However the victory was sadly hollow. Within 3 years the deliberate and shameful neglect of these buildings by their owners, the City Council, led to their demolition being approved on appeal in 1981. Our relations with the subsequent Council Leaders have of course been better - they could hardly have been worse!



Above: Lowgate Coffee House and other listed buildings lost in 1980

Below: Extract from Help! newsletter Feb 1981

The Council recently gained approval, at a second attempt, for the removal of numbers 23-28 Lowgate, including the listed Lowgate Coffee House built in the early 18th century, a group of buildings adjacent to St Mary's Church. These buildings, mostly Georgian in date, were the subject of a public inquiry in April 1977, when consent for their demolition was refused. The Council subsequently allowed the buildings to fall into a serious state of disrepair and re-applied for consent.

The Secretary of State, in a letter of August 11, 1980 gave consent while deploring the neglect which had brought the buildings to such a critical state. He commented: "This decision has been dictated to a very considerable degree by the present condition of the buildings. The Secretary of State considers that the outcome reflects little credit upon the Council, whose neglect of them accords badly with their role, in common with all other local authorities, of protectors of historic buildings and areas..... He

expects them to set a good example to private owners. In general, it is his policy not to grant consent for the demolition of listed buildings until he is satisfied that all possible options for their retention have been fully explored. The Council's efforts in this direction ..... leave much to be desired."

Moral victory rested with the objectors, but the loss of the block will be a serious one for Hull's townscape. The demolition is part of a site clearance, which has been going on for some years, to make way for a new law courts block. On the day after the inquiry decision was announced, the Property Services Agency stated that no start on the new courts would be made before 1985. So Hull has created another derelict wasteland, within yards of the Guildhall.

I hope that this is of interest to all members and I wish you luck arriving at the finish which is the Robinson Crusoe statue. There is no need to worry about the "Dangerous " No 2 warehouse in Queens Gardens. It was restored long ago, once more with Inner City funding, to house the Hull Business Centre.



You will note the free "Spinner"- or alternatively a dice can be used . There is now an opportunity to produce an on-line version of this exciting game to be played after reading your proposed new on-line newsletter. Best wishes for the future.

Colin Cooper 5<sup>th</sup> May 2020



## Beverley Road Townscape Heritage Scheme update - June 2020

The Beverley Road Townscape Heritage Scheme has been extended by two years to April 2022. The scheme is funded by the National Lottery Heritage Fund and Hull City Council. It aims to restore, regenerate and celebrate the area's unique heritage. It covers the southern end of Beverley Road from the Freetown Way junction in the city centre to the junction with Queens Road.

One key element of the scheme is to give grants to owners of historic properties to carry out necessary restoration works. The grant covers up to 70% of eligible costs. This two-year extension gives grant applicants more time to complete their applications and deliver the works they've been preparing for; there are a number of grant applications in the pipeline which will come to fruition within the next two years.

The time extension also provide a last chance to those who haven't applied for a grant yet to do so. Efforts are now focused to generate interest from owners of a limited number of properties where restoration will have a significant impact. This includes all the properties on Brunswick Arcade and all the shops on Gleadow Arcade at the corner of Strand close and Beverley Road.

So far, three grants have been given and five buildings restored. The façade of the early Victorian (before 1856) terraced houses at Nos 129-133 was fully restored with like-for-like replacement of all sash windows and reinstatement of historic shop fronts at the ground floor. The external restoration and internal refurbishment undertaken by the owners enabled the buildings to be fully brought back into use.



133 Beverley Road, before (left) and after (right)





Above: 131 Beverley Road: like-for-like wooden sash replacement before (left) and after (right)  
Below: 129-133 Beverley Road after completion.



A grant was awarded to the owners of No.78 to carry out restoration works to a Victorian terraced house (built between 1863 and 1867) for the repair of the sash windows, doors, rain water goods, front door portico, entrance step, and some re-pointing.



The most recent grant-funded project is the external restoration of the Station Inn (202 Beverley Road), just completed. Located in a prominent corner plot opposite the former Stepney Station, it is a well-known landmark on Beverley Road. Thanks to the project, the roughcast render of the façades was replaced; the decorative timber works, the doors and windows, and the roof were repaired or replaced when necessary.



Station Inn, Stepney, before (above) and after (below)







Station Inn, Stepney, before (above) and after (below)





Station Inn, Stepney, today

Beside the grant funded projects, the Council have delivered tree-planting along the road and improvements to the forecourt of the Beverley Road Baths. Improvements to the front boundaries of a number of properties will soon be carried out, such as the restoration / reinstatement of the historic stone posts, cast iron railings, and gate at the Kingston Youth Centre (48a Beverley Road) and the reinstatement of cast iron railings along the grand Victorian residential Granville Terrace from No.74 to No.84 Beverley Road.

Altogether, it is hoped that these works and activities carried out by the Council and private owners to restore and celebrate the heritage of Beverley Road will help improve its attractiveness to investors, businesses and residents.

Florence Liber, Townscape Heritage Project Officer

If you are interested in learning more about the scheme, please email:

[beverleyroadheritage@hullcc.gov.uk](mailto:beverleyroadheritage@hullcc.gov.uk)

You can also visit the scheme's webpage at:

[cityplanhull.co.uk/index.php/beverley-road](http://cityplanhull.co.uk/index.php/beverley-road)

and Facebook and Twitter pages at: [@bevroadTH](https://www.facebook.com/bevroadTH)



## **Planning and Buildings**

### River Humber Frontage

An application was submitted in w/c 5.5.20 to build new flood defence walls stretching from St Andrew's Quay in the west to Victoria Dock Village in the east (please see the article above).

### Old Town

Nelson St and the pier are closed off during the ongoing flood defence work. In Queen St, the original C4DI facade will soon be hidden behind the street facade of the new block of what is now called the Digital Hub. Between Humber St and Blackfriargate, the Arco development is also growing steadily (observed 30.5.20), so that the Waverley St site can be handed over for the start of the Castle St work, finally approved by Transport Secretary, Grant Shapps on 28.5.20..

The new entertainment venue in the rebuilt Fruit premises is to be called "Social".

Castle St: David Ostler reports that work is continuing on the Castle St footbridge with a reduced workforce and that the Trinity Burial Ground is now cordoned off. David is watching developments closely and in dialogue with the Highways England Team regularly, on behalf of Hull Civic Society.

At Bayles House, 45 High St, conversion of part of the ground floor and 1st floor into a tattoo studio was approved in w/c 5.4.20 and conversion to 12 flats at the partly 17c Crowle House, 41 High St offices and warehouse in w/c 12.4.20.

In w/c 17.5.20 revise plans for internal alterations to 32 Silver St (listed former bank, now Dirty Dick's restaurant, but objections were raised both at the April CAAC (Conservation Areas Advisory Committee) consultation and from Civic Society, against a developer's second retrospective application to retain UPVC windows of an unsympathetic design at Suffolk House, 21 Silver St.

At 67 Whitefriargate (corner of Land of Green Ginger), conversion into a bar and restaurant was approved in w/c 22.3.20.

A 3-storey extension to the former City Archives at 79 Lowgate was approved in w/c 26.4.20 with the object of bringing it back into use to house the council departments currently at Brunswick House, Strand Close.

## City Centre

Permission was granted on 1st May for the upper floors of Hammonds building to become offices..

At 67-73 George St, the former Comet offices, George House are proposed for conversion into 47 1- and 2-bed room flats, with no parking and several rooms without natural light.

By the end of April, work was in progress on the conversion of the former college in Park St into a hotel.

## East

In w/c 10.5.20, an application was submitted to reinstate the paddling pool at East Park.

Permission was granted in w/c 24.5.20 for a sympathetic scheme at Netherhall, on Wawne Rd to create six 2-bedroom flats in the main house four 2-bedroom flats in the stable block on the Wawne Rd side of the site and twelve new 2- or 3-bedroom houses. Netherhall (called Sutton Hall until 1946), was built in grey brick in 1810 by Henry Bedford, a Hull banker, and extended in 1873.

## West

In w/c 19.4.20 a rear extension to Neptune House was proposed to encapsulate the façade exposed by demolition of the former Hull & Barnsley Railway Neptune Street goods shed.

## North

In Pearson Park, the new conservatory, bandstand, bridge across the lake and refurbishment of the bowling green pavilion were all finished when seen on 9<sup>th</sup> April.

At Clough Rd construction work on the new fire training building and fitness track had started by 22.5.20.

John Scotney.

### **September Newsletter**

Many thanks to all our contributors. Please submit all items to the Editor, John Scotney, by post to 126 Cottingham Rd, Hull, HU6 7RZ, or preferably, by e-mail to [john.scotney@talk21.com](mailto:john.scotney@talk21.com) by 20<sup>th</sup> August.

Please note: items may sometimes be held over for lack of space.

## **Civic Society Officers and Committee**

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### **Membership for 2020**

Many thanks to members who have paid their Annual Subscriptions. These are due on 1<sup>st</sup> January, but some members often pay their subs at the AGM in March or April. Unfortunately, when this year's AGM was postponed, due to the Coronavirus Lockdown, the Society had not received all of its usual income, which covers the costs of the Newsletter and the Winter Programme of public meetings and other costs, such as the website and essential postage.

We appreciate that, for some people, money is scarce at present, but if you have not renewed your membership yet, and are in the fortunate position of being able to pay your 2020 subs this would be very much appreciated. We hope that all of you are keeping well and we look forward to meeting you again in October.

John Scotney, Chairman.

## 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

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Surname \_\_\_\_\_

Full Address \_\_\_\_\_

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The details on this form will be held securely by Hull Civic Society and not shared with any third party. Our Data Protection Policy is on page 31 of this Newsletter. **I consent to Hull Civic Society holding the details on this form (please tick)**

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