

HULL CIVIC SOCIETY NEWSLETTER

October 2017



Hull New Theatre in September 2017

In this edition: Programme; Three Civic Society Members; Corporate Members; February Newsletter; Hedon Airfield Plaque; 500 years of Martin Luther and AG Dickens; Kingston upon Hull Fire Brigade(Part 1); Additional Listings; The Genesis of Hull General Cemetery (Part 3); Planning & Buildings; Civic Society Officers & Committee; Newsletters by Email; Membership form.

Visit our Website: www.hullcivicsoc.info

Winter Programme 2017-18

*All meetings are at the Royal Hotel, Ferensway, on Mondays at 7.30 pm
(unless otherwise stated).*

9th October. "A63 Castle Street" Highways England A63 Team

13 November "A History of Public Transport in Hull" Paul Morfitt

11th December "Cinemas of Hull" Michael Wood

8th January "Sewell Construction" Paul Sewell

12th February "The history of Hessle Common and West Hull" Richard Clarke

12th March "Victoria Dock" Colin McNicol

9th April - 7 pm AGM

followed by "A Review of Hull City of Culture 2017" by Paul Schofield.

Other People's Events

Saturday 28th October: Local History Book Fair (organised by East Yorkshire Local History Society): at Hull Minster (Holy Trinity Church) 10.00 a.m. to 3.30 p.m. Free Admission.

Saturday 25th November: Film Show at Kardomah 94 *Doors open at 12.00 noon for a prompt 12.30 pm start. Finish at 5.00 p.m.* Join us for an old fashioned afternoon at the pictures, - a cartoon, a newsreel, and two feature films: "Holiday Inn" starring Bing Crosby and Fred Astaire and "White Christmas" starring Bing Crosby, Danny Kaye, Rosemary Clooney, and Vera Ellen. *All profits from the event will go to the National Civilian WW2 Memorial Trust, which wants to preserve the bombed ruins of the former National Picture Theatre, and develop the site as an educational facility and a tribute to those that served on the Home Front.*

Three Civic Society Members

We were very sad to hear of the passing of three members this summer and would like to express our sympathy to their families:

Roy Kaye Passed away 7th June, 2017. Roy's career was in the Port Health Authority. Our thanks to his daughter, Barbara Jones, for notifying us.

Craig Beharrell, a member of Hull Civic Society died in a tragic accident on his way to work on 17th July, 2017 he was knocked off his bicycle by a lorry and died at the scene. He was 42.

John Gordon Lightowler Passed away 29th July, 2017 aged 95. John Lightowler was a Life Member of Hull Civic Society and a generous supporter of the Society through CAF Charities Fund.

Corporate Members

We are very grateful to these Companies for their sponsorship of Hull Civic Society in 2017

Carl Bradley, Clark Weightman.,
Delaney, Marling Partnership Ltd.,
E.Y.M.S. Group,
George Houlton & Sons Ltd.,
G.F. Smith (London) Ltd.
NPS Humber Ltd.

February 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 by 10th January. Please note: items may sometimes be held over for lack of space.

Hedon Airfield Plaque

On the 27 July 2017, a plaque in memory of the former Hedon (Hull) Airfield was erected at the Kingstown Hotel in Hedon by the Airfields of Britain Conservation Trust (ABCT). The plaque itself is the brainchild of Kenneth Bannerman, the founder and current head of the ABCT, who is hoping that a memorial will eventually be erected at each known disused airfield site in Britain, in order to provide a permanent reminder for future generations about the importance and unique contribution airfields have made in numerous spheres since 1909.



Plaque at the Kingstown Hotel, Hedon

Before the opening of Hedon as an airfield in 1929, the site was used as a racecourse from around 1888, but lack of support had forced its closure. The last race was held on the 11 September 1909, when only four horses ran. Then, in July 1912, seventeen years before its official opening, the site played host to the first flying demonstration in the Hull area, given by pilot Gustav Hamel. He made a number of flights from the old racecourse, occasionally taking some lucky passengers up as well. When Hamel landed his Bleriot monoplane on the site, local folk turned out to marvel at his new invention. The large crowds who gathered included the Lord Mayors of Hull and Hedon with other civil heads present. The outbreak of the First World War in July 1914 grounded any further civil flying, with the site being used by the East Yorkshire Regiment as a garrison town and storage for heavy artillery. In 1915, the site was chosen as the ‘collecting ground’ for Holderness inhabitants leaving their villages in the event of an invasion. Between April and October 1916, it was used as a night landing ground for the Royal Aircraft factory B.E.2 biplanes of the Royal Flying Corps No. 33 Squadron. Later on No. 76 Squadron also made use of the site until 1919.

In May 1929 it was confirmed that the Hull Corporation would purchase the Hedon land for use for flying and this was done at a cost of

around £17,000. In October of that year, the aerodrome was officially opened by HRH Prince George, Duke of Kent, who reportedly said at the time that *'no city or town will be able to hold its own without adequate facilities for aircraft'*. The opening was accompanied by an air display and afterwards, the Duke flew back to London. Hull was in fact a very early player in this field of civil aviation at a British level, and the former airport is perhaps most well-known as the site where Amy Johnson returned home after her epic Australia flight in August 1930. Flying continued uninterrupted for ten years until the outbreak of World War Two in September 1939, when an end was brought to all civil flying throughout the country. Eventually many civil aerodromes were subsequently requisitioned for war purposes, but the most Hedon saw in terms of aviation use in WW2 was for the Air Training Corps (ATC) glider flying and the deployment of anti-aircraft barrage balloons.

With Hull being one of the most heavily 'blitzed' cities during the war, it is no surprise that attentions were diverted to other, more pressing matters following the end of hostilities in 1945. The bombing raids that had occurred left the city in a very poor state financially. The airfield had become a dumping ground for hundreds of cars, the purpose being to render the landing of enemy aircraft impossible. This ultimately prevented the immediate resumption of flying from the aerodrome and it was clear in the immediate post-war period from May 1945 that the aerodrome was unusable for flying purposes. For two years at the end of the 1940s, the site was used by the 'Hull Angels' as a speedway motorcycle track, before valiant attempts were made by my late-grandfather, Neville Medforth, to restart flying from there during the late 1950s and early 1960s. An objection by the Distillers Company at Saltend however put an end to this and since then the site has remained empty.

Although very few will now remember the airfield in its heyday, the plaque serves as a monument and a reminder that once Hull had its own airport, and for ten years it dutifully served the travelling needs of the population of the city and its surrounding areas.

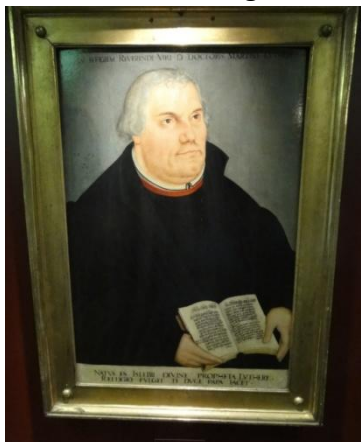
Alex Slingsby

500 Years of Martin Luther and A.G. Dickens

Hull's City of Culture events are in full swing and it is official that interest and success are surpassing expectations. I took part in discussions to define what 'Culture' in Hull might mean. It appeared unclear and there were certainly enough opinions.

Now we are enjoying the amazing variety of events, a clearer picture might emerge. One theme appears more distinct as we look further back into Hull's early history and its origins, telling more and more stories of famous sons and daughters of the city, who have made a difference in so many ways.

Worldwide, another anniversary is taking place this year. 500 years ago Martin Luther's theses formulated his attack on the teachings of the Catholic Church. This momentous event in the little Thuringian University town of Wittenberg kicked off the division of Christianity.



Martin Luther. (Portrait in the old town hall, Leipzig)

One can question what this and unfolding events have to do with Hull and the Year of Culture. After all, we all know that Henry VIII declared independence from Rome on a whim and not surprisingly some of the population resisted this 'Reformation from above'. That was that, or so it seemed.

On the Continent, many Lutheran towns have decided to tell their own stories and publicise them on a website: ww.prediger-und-buerger.de

Earlier this year I stopped in such a small town not far from Berlin for a coffee break and found to my surprise this phrase on a display panel: 'The Reformation was an urban event'. It was in English (with a German translation) and is the catch phrase which many North Germans use to tell their story. The display further explained, that this statement had been coined by an English historian with the name Arthur Geoffrey Dickens. His work on the history of the Reformation is well

known and highly respected in academic circles, but his life and work deserves to be more generally known in Hull. The fact that he is quoted in such a prominent way by German Lutherans gives an intriguing insight into the 'urban' culture of Hull.

Professor Geoffrey (as he preferred to be called) Dickens was born in Hawthorn Avenue in 1910 and died in 2001. His father worked at the Docks and his mother came from a family of Primitive Methodists. In his book about Hull and East Yorkshire he describes how he accompanied his father to the White Hart and eagerly listened to his conversations with sea captains and mariners. He went to Hymers College, studied History at Oxford University and taught for many years the History of the Reformation at Hull University. He continued his distinguished career in London.

He served during World War II, was sent in May 1945 for several months, after the capitulation of Germany, to Lübeck. He was tasked to supervise and edit the local newspaper.

Being a historian, he decided to record and publish his work and the discussions he had there in a book: 'The Lübeck Diary' is out of print, but extracts are



available in German.

Lübeck developed around a port, built by a local grandee at the mouth of the river Trave on the Baltic coast. It became the centre of the Medieval North European trading empire, the Hanse. Very proud of its mercantile heritage, Lübeck is still today full of maritime history and has a fine museum.

Lubeck in 2015

Dickens's German lessons at Hymers College must have been useful when he immersed himself in the troubling times which included the great cultural and political debate during denazification. As we are

beginning to work up many personal stories from the two World Wars, the 'Lübeck Diary' should be reprinted!

As an English academic and medieval historian he had first hand access to the traditions and distinctly urban Hanseatic culture, which emerged during the Holy Roman Empire. This had a very loose political structure and a very distant central power base - completely different from England. The many new towns and cities which were founded in the high Middle Ages across Northern and Central Europe, thrived and sought to become independent by fighting for privileges and civil liberties, mostly by political and economic means. During the Reformation, they frequently embraced Luther's teachings and could become 'free' cities only answerable to the Emperor. Hamburg and Lübeck were such cities.

Returning back to his life in England, Dickens began his pioneering research, which he published in 1959 under the title: 'Lollards and Protestants of the Diocese of York'. He sets the scene with the statement: 'I sought to examine the nation's grass roots rather than its political and institutional pinnacles'. This very personal and engaging language can be found in all his publications and draws the reader straight to the centre of the topic. The book is the result of detailed scrutiny of archives of the then Diocese of York from the reign of Henry VIII to Edward VI, marking a new approach in Reformation Studies. In doing so, it also reveals an intriguing insight into the social urban fabric of the 'Great Port of Hull'. Mariners, traders, artisans and merchants suddenly have a voice and give us a flavour of their thinking. By checking out the lives of the people accused of defying the official teachings of the Church, one is made aware of how much they travelled, were inspired by joining their contacts abroad in their daily lives and, above all, made up their own minds. Since then, urban archaeology has revealed more concrete evidence of lifestyle in medieval Hull and its importance for the Baltic trade. It shows how diverse its population was. The origin of ports demands the encouragement of new settlers and migrants to populate and develop the economy. The ruler's intentions might be merely of importing new skills and industries, but new people bring new ideas and create a distinct local culture.

Dickens in his later work became a trailblazer for German Reformation historians, as he investigated the urban Protestant upheaval in German towns and cities. Again, the uniqueness of each urban community becomes apparent. Hence we find his quote in English in so many places. The book 'The German Nation and Martin Luther' published in 1974 points out that English reformers like Wycliffe had already translated the Bible into the language most people spoke. His translation still had to be handwritten. So progressive religious ideas came from this country and returned more clearly and forcefully in the form of smuggled printed sheets of Tyndale's and Luther's translations by North German merchants, many decades later. Perhaps the motive behind many smuggled books was profit, but it is clear those merchants knew exactly what they were doing. Some were arrested by Henry VIII for importing illegal books.

One can argue that the coincidence of our City of Culture and 500 years of Luther, reinforce each other. Phrases like 'Rebellious Hull' or 'here we do things differently' are being said more often as we celebrate the City's history. That all this started with some monks wanting to export their wool to the continent is no longer so astonishing.

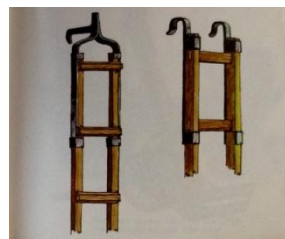
Dickens' pioneering work and life should be wider known and become part of Hull's story. The citizens of German Lutheran towns and cities certainly think so, and I think they should know that he is Hull born and bred.

Eva La Pensée

Kingston upon Hull Fire Brigade - a brief history - Part One

Uncontrolled fire has been a menace to mankind ever since man first learned how to produce it. For many centuries fire prevention and extinction methods received scant attention but as man progressed and built more substantial dwellings a need arose for combatting the danger from fire.

Especially so if the blaze was some distance from a water supply, when woven or leather buckets were employed to carry water to the fire. If enough people were available a bucket chain could be



organised. Even so, a better method was required than simply throwing water from leather buckets at the flames, especially if the buildings were beyond the reach of the water.

Gradually over time, woven buckets, leather buckets, metal buckets, wooden ladders, hooks, axes, metal squirts or syringes (used since Roman times) and then force pumps came into use. They had their deficiencies too, the squirts and the early manual pumps needed a constant supply of water and so large buckets or cisterns had to be brought up to the fire and supplied with water from buckets (there were no street mains in those days). These types of extinguisher were used at the Great Fire of London in 1666 when many buildings were pulled down or blown up to create fire breaks - a costly and not too successful way of dealing with the problem.

There were many lessons to learn from the Great Fire and the whole country was keen to make a provision against future loss of the same kind. In 1667, fire insurance was guaranteed for the first time by an organisation which later became known as the Fire Office. Other companies began to provide similar insurances, such as the Hand in Hand Company in 1696, The Sun in 1710, The Union in 1714, The Westminster in 1717, The London Assurance and the Royal Exchange in 1720.

These companies, the forerunners of the fire brigades, employed retained firemen - men, paid by a retaining fee and a sum for each fire attended, placed under the supervision of a full-time foreman. The men wore distinctive uniforms and their fire engines were also painted in bright colours so that customers could see that they were getting value for money.



In those times houses did not have numbers and were known mostly by the owners name - and many streets were also often not named. The property affected was usually identified by a

nearby landmark, or building and if insured, the company's fire sign was nailed to the wall to assist in identification. Each company's firemen only put out fires in properties

bearing that company's sign - provided the premium had been paid.

In Kingston upon Hull the aldermen kept pace with national developments and there are various references to fire-fighting in the record books of the Corporation. Perhaps the earliest is recorded in 1680, when it was ordained that the following were to keep in their houses: Aldermen, 4 buckets; those having served as Sheriff, 6 buckets; those having served as Chamberlain; 4 buckets and at the charge of the Town there were to be provided 5 ladders, 30 foot long; 5 ladders, 20 foot long and 60 leather buckets, bought at Chesterfield for a cost of £17 19s. 6d. A sub-committee was appointed to draw up such orders as might be considered for managing the fire engine and such other orders as might be required.

Around 1670, the Dutchman, Jan van deur Heyden, experimented with narrow strips of hide joined by sewing to form a tube. These were then joined at each end to form the first lengths of fire hose and they were placed between the pump and the metal nozzle and gave the firefighter a much better ability to attack the fire and enabled the pump to be placed at a safer distance from the fire. Eventually its use became widespread and the shorter hoses were joined by metal fittings at each end, making them easier to transport and the lengths were joined by copper rivets to form the tube in place of sewing.

In the early 1700s the records show that organised firefighting was still under consideration, as enquiries were made in London in 1705, as to where an engine capable of directing water on the highest building in Hull could be obtained and one was subsequently bought there. The manual fire engine was removed from Holy Trinity (as the Minster was then known) and stationed in the Town Yard in 1707. Another fire engine was bought in Holland in 1714.

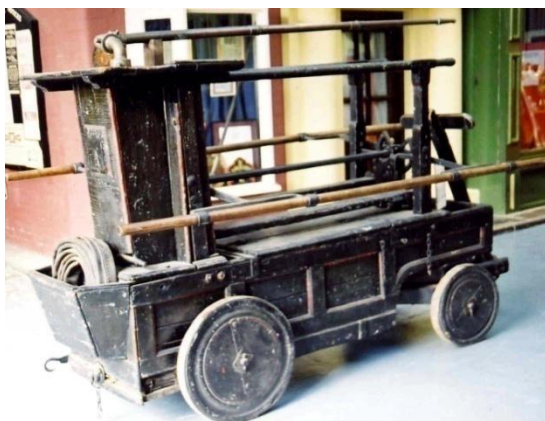
In 1743, the town bought the first leather pipes to replace the buckets and the small fire engine was ordered to be stored in Alderman Perrot's Staithe and the other to be kept at Holy Trinity church. With the wider use of leather hose in 1800, higher pump pressures could be used and it became possible to draw water from a pond or recently installed wood water mains, also allowing fire fighters to direct the water with much greater accuracy. The design of fire engines was much improved when London button maker, Richard Newsham, patented his design of fire engines in 1721, with pumping handles running the length of the machine

which could be worked by hand and treadles. It was hailed by all as a great invention. However, his great achievement was in reviving a discovery made by Ctesibius some 2,000 years earlier by having an air chamber connected to the pump, so as to equalise the pressure output from the pump. Mr



Newsham's machines became much in demand and they were widely purchased by parishes and exported abroad, particularly to America.

Other inventors and designers worked from then on for firms such as Merryweather, Shand Mason, Ridley and Roberts from London, to improve the general principals of manual



fire engines through the use of metal valves in place of leather, utilising longer side handles, so that a team of strong men could project a strong and continuous jet of water on to the fire and arranging for the handles to be folded up for travel. It was also arranged for the engine to be steered and turned by pivoting the front wheels, for greater manoeuvrability.

Before 1887, Kingston upon Hull did not have a fire brigade in the strict sense of the word, as it wasn't until 1886 that the Watch Committee decided to form a properly equipped fire brigade in the town and that story will be the subject of Part Two.

Colin Mc Nicol

All illustrations in this article have been supplied by the author.

Additional Listings, announced on Monday 17th July 2017

Listing of 'Sublime' Humber Bridge and Philip Larkin's house mark celebrations of Hull's heritage. Humber Bridge joins the top 2.5% of listed buildings on the 36th anniversary of its official opening by The Queen

From the sweeping Humber Bridge to Philip Larkin's house where he wrote many of his famous poems, to the striking and innovative Tidal Surge Barrier, Hull's heritage is being given additional recognition today with nine places in the city listed by the Department for Culture, Media and Sport on the advice of Historic England.

Hull is also one of Historic England's ten new Heritage Action Zones, in a move that aims to bring the Old Town back to life by getting residents and businesses behind a new vision for the area, transforming historic buildings and providing funding to residential developers.

John Glen, Minister for Arts, Heritage and Tourism said: "The great Philip Larkin wrote of the domes, statutes and spires that make Hull unique but it is also architectural triumphs like the Humber Bridge and Tidal Surge Barrier that have helped build the city's reputation.

"What better time than during its year as UK City of Culture to recognise and celebrate the historical and cultural landmarks which tell the story of Hull's illustrious heritage. I am also delighted that Hull's old town is to benefit as a Heritage Action Zone to bring a further boost to this great city."

Duncan Wilson, Chief Executive of Historic England, said: "From its rich maritime heritage dating back as far as the late 12th century to the graceful Humber Bridge opened on this day in 1981, Hull has a proud story told through its historic buildings and places. Historic England is pleased to be supporting Hull City of Culture 2017 through the listing of these buildings today."

The nine places added to the National Heritage List for England today are:

Humber Bridge, Grade I listed

The Humber Bridge has been listed at Grade I, a status given only to buildings of the most exceptional architectural and historic interest. It combines engineering skill and good design to create a sophisticated structure and a sublime landmark. Construction started in 1973 and it was officially opened by the Queen, 36 years ago today on 17 July, 1981.

In a first for a long span suspension bridge, reinforced concrete was used to create the towers. This was made possible by advances in the reliability of concrete. At 1,410 metres, it had the longest single bridge span in the world, a record it maintained for 16 years. This formidable engineering feat was needed because of the location of the bridge; the wide estuarial crossing of the Humber was fraught with engineering difficulties. Even now it remains in the top ten longest spans worldwide.

The functional robustness of the bridge was, of course, tantamount, but the engineers,

Freeman, Fox & Partners were aware of the impact such a large structure would have on the open setting of the estuary. They paid attention to design detail and the aesthetic quality of materials.

Therefore, despite its great size and strength, the Humber Bridge has a simple elegance in harmony with the landscape.



The Humber Bridge (Photo courtesy of Historic England).

Renowned poet, Philip Larkin's house, Grade II listed

The place where Philip Larkin was at his most creative in his poetry has been listed today at Grade II. His flat at 32 Pearson Park was to become enmeshed in his creative process as he wrote many of his best-known and most celebrated poems here, sitting in the front room overlooking the park. Some, such as 'Toads Revisited' specifically reference the park, while the title of 'High Windows' for his final collection were those of his flat. Philip Larkin was appointed librarian at Hull University in 1955, where he was to work for the next 30 years. He moved into the top-floor flat of 32 Pearson Park, which was owned by the University, in 1956 and remained there for 18 years until the house was sold by the University.



Number 32 Pearson Park was built in 1892-3 in the Queen Anne style. It's a typical example of a late 19th century suburban, semi-detached brick house. Many original fixtures remain such as the cast-iron railings and gate at the front and the staircase, panelled doors, architraves and cornices.

Despite being an attractive building, it wouldn't be listed for its architectural merits alone but its connection to one of England's foremost 20th century poets, means it deserves to be protected.

Tidal Surge Barrier, Humber Street, Grade II listed

The Hull Tidal Surge Barrier was built in 1977-1980 to safeguard the low-lying city from flooding from the Humber estuary. The city is vulnerable to flooding as 90% of it lies two metres below the level of the highest recorded tides in the River Hull. It forms a



dramatic, sculptural arch in a prominent location yet is sensitive to the historic waterfront. The design by Shankland Cox has successfully combined functional engineering with architectural design, craftsmanship and attention to detail and has therefore been listed at Grade II.

Grave of Edward Booth, 25 year old railway fireman whose death spurred new train safety measures, Grade II listed

The gravestone of Edward Booth, a 25 year old railway fireman killed in a train crash in 1906, has been listed at Grade II. The train crash was a notorious, dramatic event that was widely reported in the press at the time and it led significant changes to safety on the country's railways.



The train crashed at Ulleskelf station on 24 November, 1906 after passing a signal set at 'danger' in fog. It ran into the rear of a coal train, killing both Edward Booth and the driver. As a consequence of the accident, the warning device invented by Vincent Raven, which included an audible warning to the driver when he passed a signal, was further developed and installed on 100 miles of track by 1909.

Edward Booth is buried in Western Cemetery.

Homes of J Arthur Rank and Alfred Gelder, 365-371 Holderness Road, Grade II listed

The terrace originally known as Chestnut Villas was built in 1888 and is typical of its age. Although the houses still have many original



features, they wouldn't normally be considered for listing purely for their architecture. However two notable men from Hull are connected to the houses, securing their Grade II listing.

J Arthur Rank, the saviour of the mid-20th century British film industry, was born at No 371 Holderness Road shortly after it was built. He came from a family of strict advocates of Methodism and started off producing films with a specifically religious message in the inter-war period. Bank-rolled by the profits from his family's flour milling business, he set about supporting the British film industry in the face of fierce competition from Hollywood. Over the 1930s and 1940s Rank developed and launched Pinewood Studios, took control of Gaumont-British Picture Corporation, the Odeon cinema chain and Denham and Gainsborough film studios and he also supported Ealing studios. Cinema attendance peaked through the Second World War and British film-making reached its zenith. The Rank trademark of Billy Wells, former English heavyweight boxing champion, beating a giant gong is synonymous with this period of film-making.

Alfred Gelder was the only Lord Mayor of Hull to be elected five times in succession (from 1898). He was passionate about championing Hull and shaped much of the centre of the city as we know it today, instigating the grand city centre with new, wide streets and impressive civic buildings. He was the architect of 365-371 Holderness Road and lived at No 365.

Although Gelder designed many houses, commercial and public buildings in Hull, the majority were destroyed by the Second World War or later development.

Edwardian-style public toilets with art nouveau features, listed at Grade II

The Nelson Street public conveniences opened in 1926 and combined toilets for men and women which was unusual at a time when most public conveniences were for men only, illustrating the changing social status of women during the 1920s. The



building is elegant and well designed in an Edwardian style with Art Nouveau features. Almost all of the original fixtures and fittings survive, including the tiles and terrazzo floors, the porcelain J Duckett and Sons lavatory fittings and the panelled doors.

St Michael and All Angels Church, Orchard Park Road, listed at Grade II

The Church, described in Pevsner's as 'the best post-war church in Hull' was built using part of the compensation paid by the War Damage Commission for the city-centre St Stephen's Church, lost to enemy bombing during the Second World War. It was built in 1957-58 in a neo-Georgian and Scandinavian style with a simple white interior by the well-regarded architect Francis Johnson. His churches are distinctive for being clean-cut and carefully designed. St Michael and All Angels Church is enriched by high quality fixtures and fittings by notable artists and craftsmen.



Standidge Buildings – late 19th century warehouses, Chapel Lane, listed at Grade II

Built in 1884 as part of a speculative development for a wholesale grocer, the redbrick warehouse, Standidge Buildings, later became a mineral water bottling works reflecting the substantial late-Victorian demand for aerated waters, particularly by the Temperance Movement in this strongly Nonconformist city. It has been very little-altered and is now used by a lighting supplier.



Statue of William de-la-Pole, Nelson Street, listed at Grade II

William de-la-Pole was Kingston upon Hull's first Mayor (1332-1335), a wool merchant and financier of both King Edward II and King Edward III. He became responsible for commandeering and commissioning ships for the King in the Hundred Years War and in 1339 was created a Knight Banneret and also Baron of the Exchequer. He represented Hull in Parliament for a number of years. He established the English Wool Company to finance the King's military campaign but the scheme failed. In later life he established a hospital in Hull, the Maison Dieu and founded a religious house. The life-sized statue was commissioned in 1868. The Town Hall was demolished in 1913 and the statue was moved to its present position in Nelson Street in 1920.



NEW BOOKLET AND WALK ON HISTORIC HULL

The city of Kingston upon Hull has played a leading part in British commercial and political life for over 700 years. Its early history as a royal planned town can still be seen in the streets of the Old Town and its medieval wealth can be felt in the grandeur of its parish churches. It has proud stories to tell of its role in the Civil War and the Second World War, while its docks mark a succession of international trading, from wool and wine to whaling, timber, coal and fish.

A booklet jointly produced by Hull City Council and Historic England to share the stories of this important European city as it celebrates its role as UK City of Culture 2017 is available from Historic England's website <https://www.historicengland.org.uk/images-books/publications/hull-yorkshire-maritime-city/> A walk which takes in highlights of the booklet can be downloaded from Historic England's Walk History App <https://historicengland.org.uk/walkhistoryhull>

Further information from Katharine Grice at Historic England on 07747 486360 or email Katharine.grice@HistoricEngland.org.uk

The new listings are an addition to the following in Kingston upon Hull:

Grade I Listed Building	8
Grade II* Listed Building	16
Grade II Listed Building	446
Scheduled Monuments	2
Parks and Gardens	2

About Historic England

Historic England (formerly known as English Heritage), is the public body that champions and protects England's historic places. We look after the historic environment, providing expert advice, helping people protect and care for it and helping the public to understand and enjoy it. We help people understand, enjoy and value the historic environment, and protect it for the future. Historic England is a public body, and we champion everyone's heritage, across England

Press release sent by Gill Sennett, Broadcast Journalist

The Genesis of Hull General Cemetery (Part 3)

In February 1845, at a public lecture at the Mechanics Institute, the speaker, Mr Milner, later to be a prominent member of the directors of the General Cemetery, stated that, "no town is in greater need of a general cemetery than Hull, and I do hope and trust ere long that one may be formed in every way befitting a town of such importance as our." As if by magic that month the first advertisement relating to the Hull General Cemetery appeared in the local press.

The ball was finally rolling. In the March of that year another advert appeared offering the chance to purchase shares in the new company. A prospectus was issued about a month later.

Of course, many of Hull's townspeople had seen this stuff before some 5 years ago and were watchful of developments. The Hull Packet of the 7th of March simply said that, "We hear that a great number of shares have been taken to forward the project of a new cemetery at Hull, and

that the provisional committee consists of some of the more influential inhabitants of the town."

HULL GENERAL CEMETERY COMPANY.

The very inadequate provision made for the Burial of the Dead in Hull, with its 70,000 Inhabitants and a daily increasing population, having long engaged public attention, a Meeting of several of the respectable Inhabitants has been held, at which it was proposed (in case a sufficient amount could be raised) to form a Company, under the above title, with a Capital of £10,000, in Shares of £10 each, payable by Monthly Instalments of £1 per Share; and to Purchase a suitable Piece of Ground, to be open to all Classes of the Community and all Denominations.

Persons desirous of taking Shares in the proposed Company, or of acquiring Information as to the proceedings of its Promoters, are requested to apply to

MR. C. S. TODD,
Solicitor, 15, Bowlalley-Lane.

Hull, 18th February, 1845.

Fig.6. Hull Packet, February 1845

Throughout March and April the local press continued to run constant adverts for people to buy shares in the new company. The names behind the Committee were now published and the bankers too as part of these adverts.

The following Gentlemen form the Provisional Committee, with Power to add to their Number:—

THE RIGHT WORSHIPFUL THE MAYOR,

Bean, Robert	Morley, Thomas B.
Cannell, George	Oldham, James, C. E.
Freshmey, Robert William	Stewart, Charles
Gordon, William, M. D.	Tapp, Benjamin Ausley
Irving, William, Jun.	Thompson, John S.
Lowthrop, Sir William	Tesseyman, William
Lumsden, John	Watson, William, (West Ella Grange.)
Milner, George	

BANKERS. — Messrs. Pease and Liddells.

Fig.7. Hull Packet, 28th March 1845

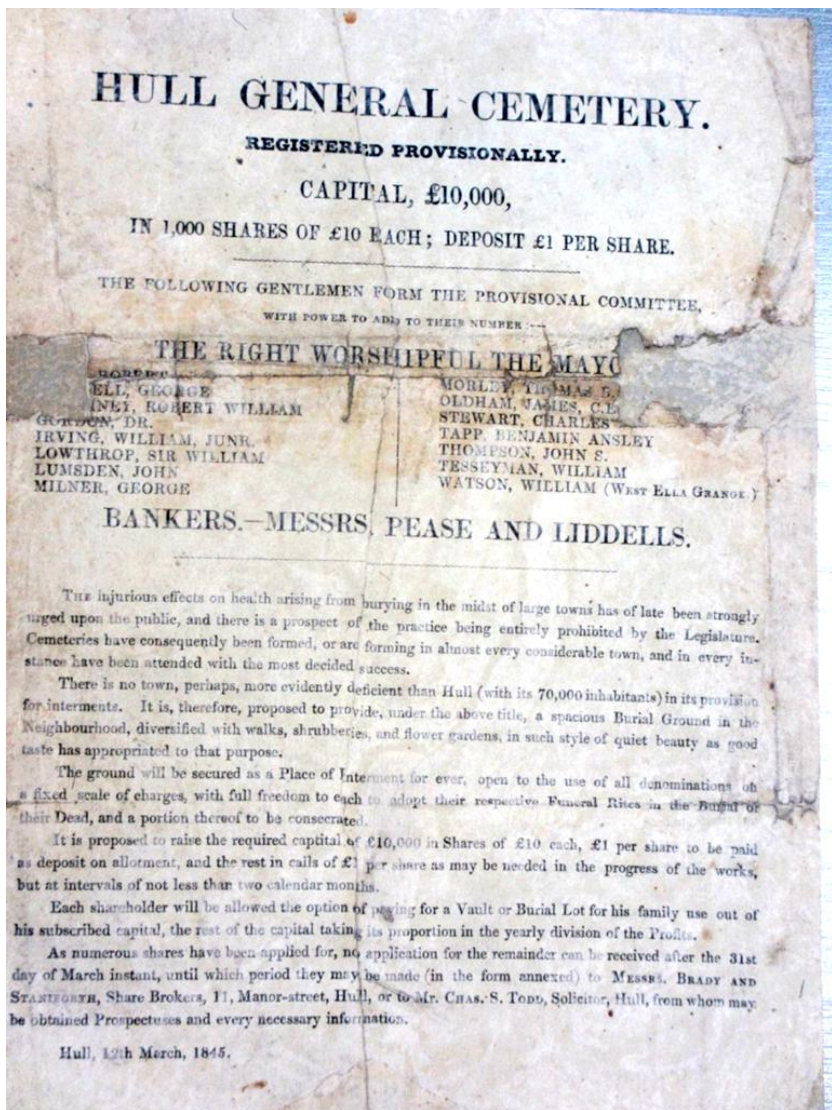


Fig.8. Original Prospectus of the Hull General Cemetery Company, March 1845

Evidence of something more substantial than simply selling shares was indicated by an advert in April that appeared in the press showing that the new company were not being idle and was actively seeking a suitable site for the Cemetery. (Fig.9)

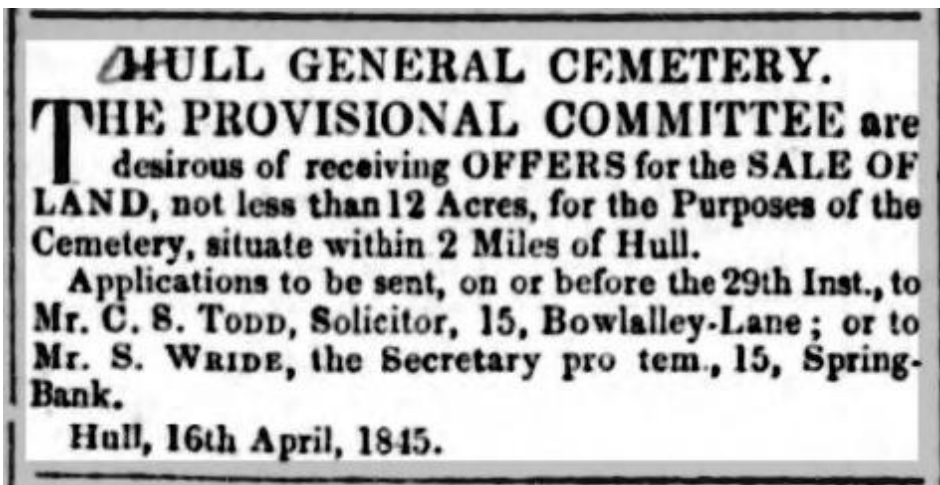


Fig.9. Hull Packet, April 1845

A brief spat with the Holy Trinity Churchwardens that took place publicly in the press aside, everything appeared to be going well for the new company. By June it was reported that the Committee would soon have a list of sites to be perused by the subscribers. The long summer came and went and nothing further was heard and soon rumblings could be heard, best expressed by a correspondent, (**Fig.10**), of the anxiety that such a silence gave to the town,

On the 31st of October the news that many people were hoping to hear came with the report that the Committee had held an introductory shareholder's meeting to lay before them the progress they had made and that they desired power, "for the purchase of Mr Broadley's ground near the old Waterworks on the Spring Bank."

This power was given to them under the resolution, " That the Company be formed and that immediate steps be taken for securing the purchase of a very suitable site near the Old Waterworks, offered to the Provisional Committee by Henry Broadley, Esq, M.P."

OUR PLACES OF SEPULTURE.

TO THE EDITOR OF THE HULL PACKET.

Sir,—You will oblige by allowing me to put an interrogation through the medium of your journal. What is the result of the movement in order to procure a new cemetery in Hull? It surely cannot be that the matter has dropped to the ground. If so, we ask, is it because there is no need of such a place of sepulture? Let our crowded and desecrated church-yards answer the question. Surely if the inhabitants of a great commercial town like Hull remain inactive in reference to this matter, it will be a cause of eternal disgrace. Newcastle possesses two splendid cemeteries, York has a very good one, and nearly every town of importance in the realm can boast of one or more of those beautiful and retired and sacred spots, such as the places for depositing the mortal remains of the human family ought to be; but Hull, the third port in the kingdom, is destitute of one place of sepulture worthy of itself. On the occasion of a death in Hull, it is a common question with the surviving relatives, in what church-yard shall we inter the deceased? and many members of the Church of England prefer placing the mortal remains of departed friends in the vaults beneath the Dissenting chapels in the town, rather than inter them within the precincts of our church-yards, their privacy being broken up, and their being subjected to various indignities. Hoping, if the matter be in a dormant state, that this brief epistle may be the means of reanimating it, and producing the “consummation so devoutly to be wished,”

I am, &c., AN OBSERVER.

Hull, Sept. 23, 1845.

Fig.10. Hull Packet, September 1845.

Originally it appears that the site for the new cemetery was a choice between two; the one chosen and “the one about 21 acres, near to the Cottingham Drain, on the Beverley Road, owned by a Mr Webster of Northallerton.” This gentleman apparently wanted too much for his land and, after a drainage engineer, Mr Todd, had surveyed both sites and said that the Spring Bank site was better drained, the deal was as good as closed.

It was also stated that all denominations were to be allowed burial on the site, a view no doubt to both enhancing good will as well as ensuring no shortage of future customers due to any short sightedness in terms of religious observances. *(To be continued.)*

Peter Lowden

Planning and Buildings

Old Town

Permission was granted in w/c 18/6 for two flats on the ground floor of Pier Court at 21 Queen St and 64 Humber St to be converted into shops.

At 60 Humber St (south side) - work had started by July on conversion of the 1st & 2nd floors into flats and ground floor for retail or other uses, approved in w/c 16/7. By September, new window frames had been installed to the upper floors. In w/c 16/7, an application for a variety of non-residential uses was submitted for no. 59, also on the south side. Despite our and others' objections, demolition and rebuilding of numbers 10 & 11 Humber St (built on land purchased by Joseph Scott in 1757) was approved in w/c 9/7. Work appears to be in progress on the site for 109 dwellings on both sides of Blanket Row. Permission was granted in w/c 13/8 for the Bonus Electrical site on Blackfriargate to become a car park.

An application by Ask restaurant (Warehouse 6) to create an extended outdoor seating area (32 tables & 76 chairs) enclosed by a pergola was refused in w/c 11/6 because the mild steel frame work and timber enclosures were considered to be of unacceptably poor design and inappropriate for its context within the Old Town conservation Area and setting of the listed Warehouse 6 and dock walls. Nearby, an application was approved in w/c 23/7 for internal and external alterations at the listed Sugar Mill on the corner of Princes Dock St and Posterngate.

In w/c 30/7, Listed Building Consent was approved for removal of render and replacement of a 1st floor window at Minerva Lodge masonic hall, 7 Dagger Lane.

By late July the shallow mirror pools in Trinity Square were bringing delight to paddling children and a photo opportunity for parents. Work was still in progress on the nave roof of the Minster (Holy Trinity) in mid-September.

In w/c 30/7 permission was granted for an art installation called "A Hall for Hull" by the Royal Institute of British Architects in Trinity Square. It appears to consist of 16 columns with applied artwork by a Chilean architectural practice and a Swiss artist. It is scheduled to be in position from 18th September to 4th December this year.

Refurbishment of the listed Trinity Market was approved in w/c 16/7. The entrance on North Church Side has re-opened but not all of the

interior is occupied yet. The focus of work has shifted to the Market Place entrance into the section many remember as the "meat market".

Next door, in the former Gaiety Theatre, the Hull Trinity Backpackers' hostel has re-opened its doors after a period of closure (observed 26/9).



Hideout Hotel, North Church Side.

On North Church Side, the independent, family-run Hideout Hotel has now opened, offering fifteen quality self-catering apartments.

In Scale Lane, the newly converted dwellings at 9 & 10 are now occupied. Permission was granted in w/c 4/6 for 10 flats on floors 1 to 5. At no.21 (Suffolk House),

At the listed Garbo's, 32 Silver St, LBC consent was sought in w/c 3/9 to form a "structural opening" at 1st floor level of (strong objection). The same week, LBC approval was given at Ye Olde White Harte for replacement of the stone threshold and installation of a handrail on the staircase wall. In w/c 2/7 LBC approval was given for the conversion of the upper floors of 4 Land of Green Ginger and 19 Silver St (Silvers) into a hotel. Conversion of upper floors at 3 Parliament St (1797 with mid 19th century alterations) into 4 one-bedroom flats was approved in w/c 16/7.

A new shop front was approved for listed 52 Whitefriargate in w/c 6/8, but the new sign proposed for The Works (13-14 Whitefriargate) was refused as "incongruous", "overdominant" and "intrusive" (a "no"!).

City Centre

The new Hilton Hotel on Ferensway has reached full height rapidly, thanks to the modular rooms, but in late September it was still awaiting its external cladding. At Paragon Station the new waiting room, with its glass extension to the former Pumpkin buffet, was in use by late July. On 14/9 the new information desk in the former heating room next to the south entrance had come into use and erection of steelwork was in progress for the four shops on the site of the 1986 Travel Centre / Waiting Room.

Prior Approval was granted in w/c 11/6 to convert floors 1 to 5 of Europa House, 184 Ferensway, into 69 flats.

In w/c 11/6, approval was given for remodelling the main entrance of Cecil House, 9b Anlaby Rd, internal and external alterations and creation of a new Ferensway entrance to the former cinema. Next door, at the Admiral of the Humber, the new Wetherspoon's hotel in the upper floors is now in use and the 3rd floor terrace bar is open to the general public.

Cladding was being applied during September to the structure of the Hull Venue, Osborne St.

The Solar Gate column had been erected at the western entrance of Queen's Gardens by mid-September.

At 1-5 Jameson St a revised application was submitted in w/c 20/8 to convert the disused "Miss Buffet" Chinese Restaurant with flexible commercial use of the ground floor and three 6-bed "Houses in Multiple Occupation" above. By late September, work had commenced to convert of the southern block of Kingston House into 14 flats, for which Change of Use Prior Approval had been given in w/c 10/9 and replacement double glazing approved in w/c 9/7. An LBC application was approved in w/c



2-4 Baker St

20/8 to turn the old YPI concert hall at the 1st floor rear of 83 George St into a single flat. Conversion of Queen's Gardens Police Station into 89 flats is continuing.

Demolition of the derelict garage, house and funeral chapel of rest at 20-24 Baker St began in mid-September. In w/c

13/8 a change of use to offices was submitted for 2-4 Baker St, (1980s) intended as a bar, nightclub & restaurant but never used.

The former Central Fire Station (1927) in Worship St, has not, after all, been incorporated into the refurbished New Theatre, which opened on 16/9, nor has it been taken on by the adjacent Ron Dearing University Technical College, which opened its doors to students in w/c 12/9.



Ron Dearing UTC seen from Freetown Way

East

A 2 & 3 storey extension to Kingswood Parks Primary School, School Lane, to cope with the steady population growth was approved in w/c 25/6. Demolition of the Roebank shopping arcade off Bodmin Rd was given Prior Approval in w/c 10/9. There is a scheme for new local shops. Approval (for up to 25 years) was given in w/c 9/7 for a battery-based energy storage system to be built by Aurora Power Storage Solutions Ltd of Bristol on Bransholme Rd, between Noddle Hill Way and Cumbrian Way. It will discharge power into the grid when demand exceeds supply and take power from the grid when supply exceeds demand.

If you travel into town from Kingswood via Stoneferry Rd and Cleveland St, you can hardly fail to notice the Energy Works. It is a nationally important project and, when it opens for business, will convert 250,000 tonnes of waste a year into enough electricity to power 43,000 houses - one third of all houses in Hull. The extension of Woodford Leisure Centre on the Holderness Rd edge of East Park (approved Dec. 2015) continues. By early 2018, there will be a new 25 metre, 6-lane swimming pool and a learner pool. Across the road, conversion of East Park Baptist Church into flats appears finished. The terrace of 3 houses on the site of the church hall, now finished, are being landscaped. Work has begun to convert Tower Grange Police Station into 3 shops, 3 offices and 18 two-bedroom flats, approved in July 2016. (All observed 18/9).

Extensions and a new "oven" drying building were approved in w/c 17/9 for the Siemens complex on Alexandra Dock.

West

In w/c 11/6, the owner applied to demolish both the Lord Line Building and the listed hydraulic tower and pump house. The problem is that he has made no effort to implement approved development schemes that would have incorporated and given a new use for both these and other, now demolished, buildings in the St Andrew's Dock Conservation (?) Area.

At the junction of Hessle Rd and Brighton St, the site for the new Lidl was fenced off by July, ready for construction. Nearby, on Freightliner Rd, a turbine was approved in w/c 4/6 for the Aunt Bessie's factory.

Approval was given in w/c 24/9 to add an 11-bed Child & Adolescent mental health unit to the existing Children's Centre at 70 Walker St.

In w/c 2/7, there was an application to build 166 homes and a health centre on Trinity Fields, reached from the eastern side of Calvert Lane.

North

At the university, piling is in progress at the western side of the campus for the new accommodation blocks. The Allam Medical Building is now in use. On the Inglemire Lane side of the site, work has begun to demolish part of the 1950s sports building to make way for a new sports centre and In w/c 16/7 Listed Building Consent was

granted for refurbishment and alterations to the Sports & Fitness Centre (1963-65 by Peter Womersley). A 2-storey data centre was proposed on the north side of Inglemire Lane in w/c 3/9. During June and July, most of Needler Hall, Cottingham, (1962-64) was demolished, leaving only the 1870 house (Northfield) standing. The site will become a new Lidl store.

A single storey cafe building on the Newland Homes site was proposed in w/c 6/8 to serve the student population.

Conversion of the former HSBC bank at 548-550 Beverley Road into an "integrated community meeting and activity facility" in conjunction with the adjacent Newland Christian Centre was approved in w/c 13/8.

At St John's Church, Clough Rd, permission was granted in w/c 4/6 for



The Allam Medical Building

a new single-storey church hall at right angles to the north side of the chancel. The existing church hall is now inadequate for the growing congregation. Redevelopment and refurbishment of the RSPCA Animal Welfare Centre further down Clough Rd was approved in w/c 3/9.

At Stepney Station, the plate statues of railway staff and passengers were unveiled on the re-built section of the platform. An application to install information panels and a station nameboard followed in w/c 13/8. The whole scheme was the initiative of Paul Browning, Head, and the staff and pupils of Stepney Primary School and it was preceded by learning projects about the railway during the 2016-17 academic year.

Conversion of the Bull Inn, Stepney to 5 flats got LBC approval in w/c 6/8. At 95-97 Beverley Rd, a development called St George's Court (5 two-storey houses and a two-storey building for 2 flats with 8 parking spaces) on land at the rear of was refused in w/c 23/7 on the grounds that its siting, scale design and layout would result in a poor standard of accommodation, would have an adverse effect on the amenity of neighbouring properties and would be overdevelopment of the site.

On the eastern side of Beverley Rd, between Somerscales St and Providence Row, a scheme was proposed in w/c 6/8 to demolish the old Fields' Model Bakery and build a single- and 2-storey residential care centre (10 beds and 4 apartments) for Mind. Wellington House, the offices at the front of the site, would remain in use by the existing tenants. On the southern side of Providence Row, the new flats at 102 Beverley Rd have grown to full height over the summer. An outline application to erect dwellings on the open land between Bridlington Ave and the Beverley & Barmston Drain was submitted in w/c 6/8.

At De Smet Rosedowns, Cannon St, the block facing Caroline St is listed because it was Britain's first ferro-concrete building constructed by the Hennebique method (1900). In w/c 11/6 an application was submitted to convert it into 26 apartments, followed in w/c 30/8 by an outline application for residential development of the whole works site.

In w/c 25/6 there was an application to convert the Bay Horse, 115-117 Wincolmlee into 6 flats.

An application was submitted in w/c 30/7 for a 7-storey block of 67 flats on the north side of George St between Hull College Henderson Building and Napoleon's Casino. This is now a car park.

Ideal Boilers, National Ave, applied in w/c 13/8 to erect a new 2-storey building for research & development. Nearby, at 229 Perth St West, an application was approved in w/c 18/6 to replace Perth Street Club with a 2-storey building for 9 flats.

Hymers College's application to use the school and grounds for non school-related entertainment events was refused in w/c 23/7 on the grounds that they would be out of character with its primary use as a school and cause disturbance and increased traffic.

(All Photos in this edition are by JD Scotney, unless otherwise stated)

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