

HULL CIVIC SOCIETY

NEWSLETTER

May 2015



Fire at Lambert Street Methodist Church

(Photo: JD Scotney)

In this issue: Programme, Selby Civic Society visit, Trip to Rufford Abbey & Papplewick Pumping Station, Open House at the Neptune, Hull & Selby Railway, Corporate Members, Good Mark: Ashcourt, Holy Trinity, Friends of Spring Bank Cemetery, Lemgo and the Hanseatic League, Planning & Buildings, Carnegie Heritage Centre Events, Newsletters by Email, Officers and Committee, September Newsletter, Membership Database, Membership form.

Spring & Summer Programme
(see also the enclosed booking form)

Wed 1st July – Railway Heritage Walk

Joint meeting with Selby Civic Society to celebrate the 175th Anniversary of the Hull & Selby Railway. Led by John Scotney.

*Meet at Paragon Station. This walk will terminate at the Minerva Hotel where a buffet will be available. **Booking essential (accompanied by payment if you require the buffet)**. (please see below for full details)*

Wednesday 15th July - Coach trip to Rufford Abbey & Papplewick

Pumping Station - East Yorkshire Local History Society visit, open to Hull Civic Society members. **Booking essential, accompanied by payment.** (please see below for full details)

Monday 20th July, 6.30 pm – Victoria Dock Village Walk - led by Colin McNicol. *Meet next to the citadel watchtower. Parking is available nearby. The walk will last about 2 hours.*

Thur 10th - Sun 13th September - Heritage Open Days

Something for adults and children of all ages!

You can: visit interesting historic buildings all over the city; see history brought to life at Wilberforce House and in Trinity Square by Heritage Learning; relax on a sightseeing bus tour of the city; join a guided walk; listen to talks about interesting aspects of Hull's past, present and future; enjoy one of several "Industrial Visits" (some may be earlier in the week).

The brochure will be available in late August.

Winter Programme 2015-16

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

Mon 12th October: The strange story of Count Werdinsky – Alan Deighton tells the story behind a mysterious headstone.

Subsequent meetings are on: 9th November, 14th December, 11th January, 8th February, 14th March, 11th April.

Wednesday 1st July 2015

Plans to mark the 175th anniversary of the Hull and Selby Railway

The Selby Civic Society are travelling on the 18:01 TransPennine Express train to arrive at Hull Paragon 18:40, where we shall meet them. After a look at Paragon Station, we shall walk via the site of the original Hull station to the Minerva Hotel, where the function room and a buffet have been booked. Capacity here is approx 40. David Hatfield of TransPennine Express will give a brief talk on "Hull and Selby: the next 175 years". The party from Selby will leave the Minerva at about 21:00, in time to catch 21:38 train to Selby.

Hull Civic Society members who wish to partake of the buffet should send £7 (cheques payable to Hull Civic Society) with their booking form by 15th June to John Scotney 126 Cottingham Road, Hull HU6 7RZ .

Wednesday 15th July 2015

Coach trip to Rufford Abbey and Papplewick Pumping Station, (Notts), jointly with East Yorkshire Local History Society.

Beverley (New Walkergate, rear of M&S)	dep. 08.30
Cottingham Green (east side)	dep. 08.45
Hull Ferensway (layby near Hull Truck)	dep. 09.00
Hessle Square	dep. 09.15
Comfort (not refreshment) stop at Blythe Services	
Rufford Mill (optional set-down)	arr. 11.15
Rufford Abbey	arr. 11.30 dep. 1.30
Papplewick Pumping Station	arr. 2.00 dep. 4.00
(N.B. All times are approximate)	
Return via Bawtry.	

Rufford Mill is a former water-driven sawmill, with teashop, at the northern end of Rufford Lake, which is noted for its waterfowl. Those who wish to see the mill can alight there, then take an easy 15-minute walk alongside the lake to re-join other members of the party at the main abbey complex.



Left: Rufford Mill and the lake.

Below: Rufford Abbey

(Photos: JD Scotney)



Rufford Abbey originated in 1148 as a Cistercian foundation. Part of the abbey structure is incorporated into the 17th century house, now managed as a ruin by English Heritage (free admission). The stables, park and formal gardens are maintained by Nottinghamshire County Council. Facilities include a restaurant, a café, a craft centre, gift shop and tourist information centre.

Papplewick Pumping Station was built by Nottingham Corporation Water Department between 1881 and 1884 to pump drinking water to the city. The beautiful landscaped grounds and decorative Victorian architecture complement the highly polished brass and mahogany fittings of the 19th century machinery. The two majestic beam engines are supplied with steam by six Lancashire boilers.

The station was decommissioned in 1969, but a conservation trust formed in 1974 has restored it to working order. The beam engines are steamed several times a year, but will not be working for our visit. Also on display is a winding engine from the nearby Linby Colliery and other historic machinery. On the site there is also a small café.



Fare

£24 including admission, guided tour and tea or coffee at Papplewick Pumping Station.

Please return the enclosed booking form (with payment) to John & Shirley Scotney 126 Cottingham Road Hull HU6 7RZ (tel 01482 492822) by 15th June.

Please note that cheques for this trip should be payable to East Yorkshire Local History Society (NOT Hull Civic Society)

Open House at the Neptune

All that is left of the interior of the smart hotel, the Neptune Inn, built by Trinity House in the 1790s, is the former ballroom above Boots the Chemist in Whitefriargate, open to the public only one day a year as part of Hull Civic Society's Heritage Open Days weekend.

This is a chance for members to be part of Heritage Open Days, to act as "meeters and greeters" at the Neptune and show visitors round. If you can fill a slot of half an hour or more on Saturday, 12th September between 10 a.m. and 4.30 p.m., please contact

Jill Crowther
2 Chaucer Street,
Westcott Street,
Hull
HU8 8NA
Telephone: (01482) 782454
Mobile: 07538 462362



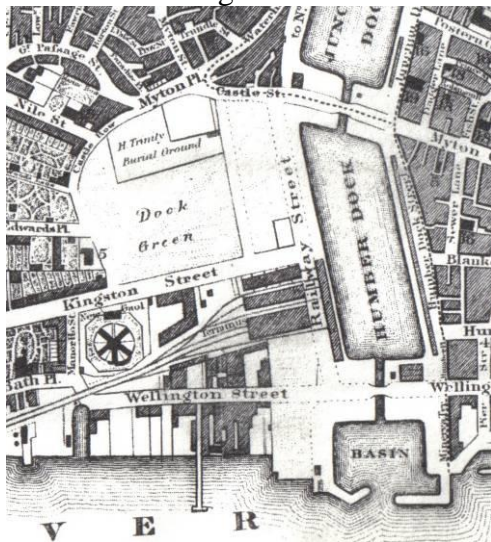
The former Neptune Inn, Whitefriargate (1797) Photo: JD Scotney

The Hull and Selby Railway - Opened on 1st July 1840

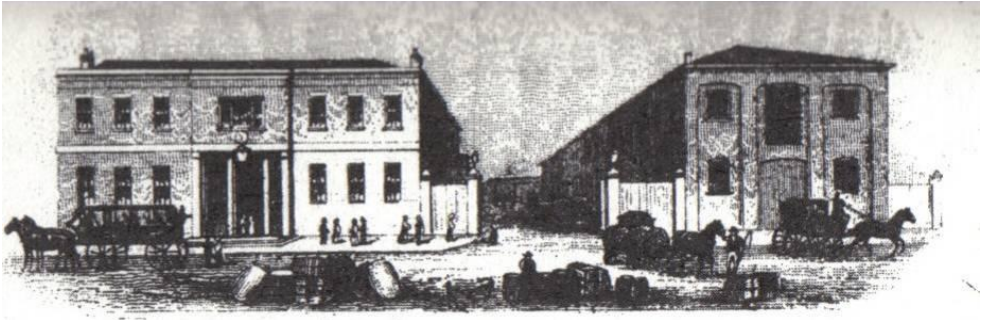
In December 1824, the Leeds and Hull Railroad Company was formed at a meeting in Leeds. The plans for this line included two inclined planes up which trains would have been hauled by cable. However, the line failed for lack of support. Meanwhile, with opening of the Aire & Calder Navigation and the new town and port of Goole on 20th July 1826, Hull's citizens were agitating for a new railway scheme to compete with the new rival. At a meeting in March 1829, it was decided to press ahead with a railway from Leeds, but only as far as Selby on a revised route without inclined planes. The expense of extending the line to Hull was thought quite unnecessary, since Selby and Hull were linked by a free tidal river. The bill received the Royal Assent on 29th May 1830 and the line opened on 22nd September 1834. Passengers went forward from Selby to Hull on connecting steam packets sailing down the River Ouse and into the Humber. Needless to say, the steamers were subject to the vagaries of the tides!

On 21st June 1836 a parliamentary bill for the Hull and Selby Railway Company was passed, authorising capital of £533,333. The line was officially opened on 1st July 1840 and public traffic began the next day.

The original station in Hull was on the western side of Humber Dock at the corner of Kingston Street and Railway Street.



Detail of the old station site
(from Goodwill & Lawson's
map, 1842)



Above: the old station, Railway Street (from Goodwill & Lawson's map, 1842)
Middle: Railway Street viewed from Humber Dock (Marina).
Bottom: Surviving brickwork of Kingston Street Goods. (Photos: JD Scotney)





HULL AND SELBY, OR HULL AND LEEDS JUNCTION, RAILWAY. OPENING OF THE LINE

FOR PASSENGERS AND PARCELS ONLY,

ON THURSDAY, JULY THE 2nd, 1840.

THE Public are respectfully informed that this RAILWAY IS OPENED THROUGH-
OUT from HULL to the JUNCTION with the LEEDS and SELBY RAILWAY, at Selby,
for the Carriage of PASSENGERS and PARCELS, presenting a direct Railway Conveyance from Hull to
Selby, Leeds, and York, without change of Carriage.

TRAINS WITH PASSENGERS WILL START FROM HULL AS UNDER :

AT SEVEN O'CLOCK, A.M.

AT TEN O'CLOCK, A.M.

AT THREE O'CLOCK, P.M.

AT SIX O'CLOCK, P.M.

ON SUNDAYS, AT SEVEN O'CLOCK, A.M., AND SIX O'CLOCK, P.M.

The Trains from LEEDS and YORK will depart from those Places at the same Hours, *with the exception of the Evening Trains*, which will leave Leeds and York at SEVEN O'CLOCK, in order that the Passengers leaving London at Nine o'Clock in the Morning may arrive in Hull at Half-past Nine o'Clock the same Evening. The Trains will leave YORK and LEEDS on SUNDAY EVENINGS at SIX O'CLOCK.

Passengers and Parcels may be Booked through at the Leeds, York, and Hull Stations. Arrangements have been made for forwarding Passengers to Sheffield, Derby, Birmingham, London, &c., by the Trains which leave Hull at Seven and Ten A.M.

There are no Trains from Hull at 11 A.M. and 5 15 P.M. as Advertised by the North Midland and Midland Counties Railway Companies, and owing to an alteration just made by those Companies, Passengers cannot at present be forwarded from Hull to London by the Train at 3 P.M.

THE FARES TO BE CHARGED ARE AS UNDER :

	<i>First Class.</i>	<i>Second Class.</i>	<i>Third Class.</i>
Hull to Selby.....	4s. 6d.....	4s. 0d.....	2s. 6d.
Hull to York	8s. 0d.....	6s. 6d.....	4s. 6d.
Hull to Leeds.....	8s. 0d.....	6s. 6d.....	4s. 6d.

No Fees are allowed to be taken by the Guards, Porters, or any other Servants of the Company.

The Trains, both up and down will call at the Stations on the Line, viz. :—Hessle, Ferryby, Brough, Stadlethorpe, Eastington, Howden, and Cliff.

Arrangements for conveying Goods, Cattle, Sheep, &c., will be completed in a short time, of which due Notice will be given.

By Order,

GEORGE LOCKING, Secretary.

Railway Office, Hull, July 3rd, 1840.

Hull & Selby Railway - original notice of opening.

At that time, the passengers for London travelled to Euston via Sheffield, Derby and Birmingham.

Co-operation between the Leeds & Selby and the Hull & Selby companies developed into a joint working of traffic from 1st January 1844. However, on 1st July 1845, this joint through working came to an end when George Hudson's York & North Midland Railway company entered into an agreement with the Hull & Selby company to lease and operate their line.

The Hull & Selby had obtained an Act of Parliament the previous day for a line from Hull to Bridlington, but the new line was built and operated by the Y&NMR. It opened on 6th October 1846. The route from the old station started out westward then curved northward, crossing Hessele Road at Dairycoates level crossing (replaced by the flyover), then north-north-westwards, to join the present line at Cottingham South Junction near the Ideal Boilers factory. The line was used until the 1960s by freight trains and summer special trains to Bridlington avoiding the reverse at Paragon, but was replaced by the Cricket Ground Curve near the present Anlaby Road flyover, allowing several level crossings to be removed. The route can still be traced where it crossed Anlaby Road near Wheeler Street, passing by the side of the former Tradex on the south side and the present Iceland store on the north side. It is now a cycle track northwards from Anlaby Road and crosses Spring Bank West near the petrol station, just west of the high level railway bridge.

When Paragon Station opened on 8th May 1848, the old station was closed to passenger traffic, but re-opened for a short time when a passenger service commenced on 1st June 1853 on the new line to Victoria Dock via Cemetery Gates (later Botanic Gardens), Stepney, Wilmington and Southcoates, terminating at a small station next to Victoria Dock on Hedon Road. The line had already opened for freight traffic on 16th May 1853. The passenger service was not a success (it was quicker to walk direct) and when it was re-routed to run from Paragon Station in 1854, that brought the end of passenger trains into the old station.

A new goods depot, often referred to as Kingston Street Goods, was built on the site in 1858. A second goods shed was opened later on the western side of "T-Bridge" (officially Manor House Street). The whole group of goods stations and sidings was known as "Hull Central Goods Depot" in British Railways days and the section of line from the main line at Dairycoates to Kingston Street was referred to in working documents as "Manor House branch" (named after Manor House Street).

In 1961 handling of "sundries" traffic (less than a full wagon-load) was concentrated on the modernised depot on the western side of T-Bridge and full load traffic at the eastern side, on the site of the first Hull station. The site closed completely to rail traffic in 1984.

Corporate Membership

The Corporate Membership of the Society continues to grow, and we would like to thank all the companies concerned for their generous support to the society.

Some of our Corporate Members support us through sponsorship of Heritage Open Days, while others support us through general Corporate Membership.

Names of the Heritage Open Days sponsors (including Hull City Council) will be listed in the "HODs" brochure.

The following companies are new Corporate Members or have recently renewed their general Corporate Membership for 2015:

Clark Weightman, Chartered Surveyors

William Jackson Food Group

JR Rix & Sons (fuel, heating services and shipping)

City Care (building & maintenance of healthcare property)

Spencer Group (structural & civil engineering)

Architecture & More (architecture & construction)

Lion & Key public house

East Yorkshire Motor Services

Gosschalks, solicitors

Lynne hope Communications (telemarketing, training & event organisation)

George Houlton (Building & Maintenance, Construction, Developments)

Roach Brothers, fish curers

Andrew Jackson, Solicitors

Kevin Marling, Corporate Membership Secretary.

Kevin Marling is stepping down as Corporate Membership Secretary, owing to pressure of work and is handing over to John Sharp, who joined the Civic Society committee in March 2015. We are very grateful to Kevin for the excellent work he has done and to John for taking on this new role.

Editor

Good Mark – Ashcourt Properties and Ashcourt Construction for new student accommodation at Newland Homes.

Ashcourt Properties and Ashcourt Construction have been awarded a Hull Civic Society Good Mark for their new development of student accommodation at Newland Homes.

In 2009, Ashcourt Properties bought the whole site of the former Newland Orphan Homes from the Sailors' Families' Society, who had built and run their orphanage on this site since 1895. The original orphanage houses, which are arranged around an attractive open space, have been converted into student flats without changing their character. Future plans include adding pitched roofs to the flat roofs of 1970s extensions to the original houses. The ground floor of Francis Reckitt House is occupied rent free as the office of the Sailors' Families' Society.

The original plan, approved in April 2010, was to provide accommodation for 120 students in the existing orphanage houses and for the new buildings to consist of a management office with 9 apartments and 38 houses for general residential use. Construction began in 2012.

In August 2012 a further application was made to configure all of the new buildings for use as student accommodation and this revised scheme was approved in March 2013.

The new buildings are timber framed with an outer skin of brick. From the start, the materials and details have been designed to match those of the existing listed orphanage houses. This includes not only the colour of the brickwork, but also such details as roofing in real slate, decorative terracotta ridge tiles and finials, clover-leaf decoration at the corners of the bargeboards and pediments topped by moulded brick around the base of all the new buildings. Paving around the buildings is also attractive.

Internally, the fittings in bedrooms, modular en suite bathrooms and communal kitchens are of a very high standard of design and quality and the rooms are spacious.

The architect was Ben Simcox, a graduate of Hull School of Architecture. He was then a senior associate in the Wakefield architectural practice of John R. Paley Associates. In March 2014, however, he helped to form a separate practice called Sten Architecture, also based in Wakefield.



Above: Newland Homes original orphanage houses (1890s)
Below: Ashcourt's new student accommodation (2014). Note the matched detail in bricks, barge boards, roof slates and barge boards.
(Photos: JD Scotney)



Ashcourt Properties, a Private Limited Company formed in 1996, is based in Bridlington, but the Newland Homes site is managed by Mr Kurt Bousfield, a member of the family which owns the parent company.

Construction work has been carried out by Ashcourt Construction Ltd, also managed by Kurt Bousfield.

This well-deserved Good Mark has been awarded for the quality of workmanship in the new buildings, the attention to detail in the design and choice of materials, the choice of a style sympathetic to the existing listed orphanage houses and the overall concept of a high-quality development of student accommodation that really enhances this part of the city.

John Scotney

Holy Trinity Church Plans - Civic Society Comments to Planning

Dear Mr Peach,

[Partial demolition of southern extension to Church and Church Wall, removal of trees and provision of an extension to the Church's southern elevation in addition to landscaping and associated external works.](#)

Holy Trinity Parish Church South Church Side HU1 1RR

Ref. No: 15/00204/FULL |

I am writing on behalf of Hull Civic Society to express our views on the above application for alterations to Holy Trinity Church.

Internal alterations

We believe that the removal of the central nave pews and replacement with chairs that can be moved and stacked is essential. This will turn the centre of the nave, at present filled with fixed pews, into a flexible space that can be used for different styles of worship (its primary function), drama in worship and for concerts and performances requiring a larger space than is available at present. It will also allow the columns to be viewed in their entirety, enhancing people's appreciation of the architectural beauty of this fine church. We also welcome the plan to move the font further into the nave to provide more space around the font for baptismal groups.

As the pews themselves represent fine craftsmanship from the Victorian era of Holy Trinity's long history, we are pleased that the pew ends, with their wonderful variety of carved poppyheads and armrests, are to be re-

used when the side pews are sub-divided and that the remaining woodwork of the pews is to be re-used elsewhere in the church. We are also pleased to learn that the "civic pews" and choir pews are to be made movable so that they can be sited more appropriately according to the service or other event taking place.

We also welcome the proposed glass screens and second set of internal doors, both to retain heat within the building and to delineate the shop area on the north side and the cafe area on the south side of the main entrance. This will not only reduce draughts, but also give people a view into the church while they are making purchases or consuming refreshments.

We also support the idea of cutting an opening through the south wall below the second window from the west end, as this opening is essential to carry out the imaginative scheme for a cafe which can be accessed from either the church or the external cafe doors. We believe that this will enhance the church both for visitors and parishioners. We also believe that the cafe is likely to be patronised by clients who would not normally feel comfortable entering the church itself.

External Alterations

The extension to house the cafe and kitchen is a welcome addition. Whilst the scale is right, there may, however, be room for improvement to the detailed design. Some of our members felt that the tracery design was a little fussy and that the blank south wall might be an invitation to graffiti artists in the absence of the surrounding churchyard wall. We also liked the concept of the top-glazed passage continuing through the Vicar's Porch via one of the currently blocked chantry-chapel doorway arches to the new toilets (essential!) and on to the south transept.

The Churchyard

Despite initial misgivings about removal of the churchyard wall and trees, it is clear that the gravestones which form the present paving are dangerously uneven and it is essential to re-pave the churchyard. The plan to re-locate the headstones to the crypt is a sensible one.

We have no objection to the provision of a number of parking spaces along the north wall of the church as far as the North Transept, but we feel that some sort of kerb or block should be placed as a barrier just in front of the ancient stonework and brickwork of the church to protect it.

One valid viewpoint, which may be held by many people, is that the churchyard wall marks out Holy Trinity Church as a building of "special significance" and that the wall deters casual vandalism and graffiti. However, it also forms a mental, as well as a physical barrier, which would impede access to the cafe and, more important, runs counter to the concept of an inclusive church that welcomes all comers. We therefore do not object to removal of the part of the churchyard wall between the Vicar's Porch, round the western boundary and along North Church Side as far as the North Transept.

Our preference would be to retain the gate posts and perhaps also the gates in front of the Vicar's Porch, to emphasise the dignity of the entrance, which will continue to be used for carrying the coffin into church at funerals. We would also be inclined to ask for retention of the churchyard wall to the east of the Vicar's Porch, but if that is not feasible because of the construction work (also seen by some as an aid to intruders reaching the roof), we would suggest its retention for at least a short distance on the west side of the gates in front of the disused South Porch, perhaps tapering towards the ground.

The pattern, colour and quality of paving materials is very important and we hope that there will be consultation on this before the re-paving work starts. We are very much opposed to the idea of pavement fountains flanking the path into the church. There is an unnecessary cost to maintaining them, and we think there could be a safety issue from wet paving. It is also likely that there could be noise intrusion from excited children splashing in the water which would disturb quiet parts of worship.

Trees

One issue over which we had concern was the removal of the trees, which help to soften the hard edges of buildings around Trinity Square and provide extra shade and interest. However, the damage to drainage and, potentially to the church fabric itself, by the roots of the existing trees, makes it desirable to remove them. One tree, the Italian black poplar, though held in affection by many local people, has outlived its natural life-span and has grown too tall in relation to the surrounding buildings. We are, however, very keen to see the planting of suitable replacement trees as part of the re-paving scheme.

Conclusion

We consider that the proposals for the interior and exterior alterations to Hull's oldest and most historic church (listed Grade One) are welcome and will help to ensure its long-term suitability for worship and other events. We also support the proposals for the treatment of the churchyard, subject to the comments included above.

Yours sincerely, John Scotney, Chairman, Hull Civic Society



Holy Trinity: the wall and tree in the foreground would be removed and the graveyard re-paved. The cafe would be situated to the south of the main building and the new toilets to the east of the Vicar's Porch (seen on the right of this picture). (Photo: JD Scotney)

Friends of Spring Bank Cemetery

The Friends of Spring Bank Cemetery group has had a number of meetings, mainly at the home of Sonja Boemer-Christiansen, a Civic Society member, whose interest in the General Cemetery sparked off the formation of this group. Our meetings have often been combined with a visit to the cemetery and we are grateful for the help and advice given by the local Ward Councillors, who have attended most of our meetings.

We have identified various aspects of the cemetery which will feature in the trail. These include the Cholera Memorial, the diverse social and occupational backgrounds of the people buried here, worldwide links, religious groupings, such as the Quaker section and the Primitive Methodists, designs and geology of the headstones and flora and fauna.

Fly tipping continues to be a problem on the Spring Bank West side and we have discussed possible measures with the Ward Councillors.



Edward Booth's headstone
Photo: JD Scotney)

One headstone nearby in the Western Cemetery will be included in the trail: Edward Booth, aged 25, a Hull-based fireman of the North Eastern Railway, who died, together with his driver, in a railway accident at Ulleskelf (near York) on 24th November 1906. The gravestone, which had fallen over, has an accurate carving of the D22 Class locomotive that Booth was working on. Thanks to a generous donation by the North Eastern Railway Association, we have been able to fund the repair of the headstone. When the work is completed, there will be an "unveiling ceremony".

Editor

The Historic Town of Lemgo (Beverley's Twin Town) is 825 Years Old

As every year, the last weekend in June, Lemgo is celebrating the 'Strohsemmelfest' (Strohsemmel is a kind of bread roll). This year in 2015 it will add 2 days (from June 27th to 28th) of 'Westphalian Hanseatic Days' to mark its 825th birthday. Altogether 50 neighbouring towns will be represented at the park 'Abteigarten' next to the Adult Education Centre (former Alte Abtei).

Since 1983 this modern version of the historic confederation has included 48 towns such as Osnabrück in the North, Wesel in the West, Höxter in the East, and Olpe in the South.

The Dutch town of Harderwijk will also take part. This town requested membership during the Middle Ages. However due to its geographical position its membership could not be justified. All the same, the town with its 45,000 inhabitants became an affiliated friend.

To honour this historic agreement, an invitation to join the Westphalian Hanse Days is issued by the organising town. This will be Lemgo for the 35th regional event.

This year's Hanse Days took place in Soest and Hardwijk sent a delegation of 70 representatives and 11 stalls. Consequently a good turnout is expected next year.

Lemgo also expects guests from the twin towns Beverley (England), Vandoeuvre (France), and Stendal (Sachsen-Anhalt, Germany) to join the birthday party and to enjoy the many attractions of the 'Hanse Village'.

There will be no entrance fee for the round the clock cultural programme. The town's Music School under the management of Florian Altenhein will organise live concerts on the Open Air stage, which provides space for a 2000 strong audience as well as smaller venues in the park.

The traditional Hanse Days opening ceremony on June 28th will take place on the market square and include the passing on of the flag to the town of Wesel which will be the next Hanse Days 2016 venue.

Eva la Pensée

Translated extract from an announcement in a recent Lemgo paper.

What is the Hanseatic League?

The Hanseatic League was an association of North German merchants aiming to represent their common interests and to secure their trading operations abroad. To this end, traders got together to travel in groups. They were active from the mid-twelfth to the late 17th centuries.

However, they were not a uniform group of German merchants, but rather an association of traders from several different nations, representing trading towns in various countries (including along the east coast of the British Isles) and arranged in different quarters (Steelyard in London). Over the course of the Late Middle Ages, the Hanseatic League became the largest economic power in northern Europe. It was also highly significant from a political, social, and cultural point of view, both in its core area and its peripheral regions.

Since 1983, towns formerly belonging to this association have met regularly by holding Hanse Days all over Northern Europe (including King's Lynn), carry out extensive research, restore historic monuments and form networks to mutual benefit.

Planning and Buildings

Old Town

By March, a wall had been built behind the lock gates of the Central Dry Dock (across the river from the Deep), which forms part of the Centre for Digital Excellence (C4DI) site bounded by "little Humber St" and Queen St. By mid May, steelwork had been completed to full height and panelling work started on the first of the three buildings.

The central section of Humber St is still closed off and most of the buildings on the north side of the street are stabilised with the help of scaffolding.

Foundations have been laid at 9-11 Wellington St for new buildings just to the west of the smoke house (number 12). Conservation Area Approval for demolition of the single storey warehouses on the site was granted in 2007 and carried out a couple of years ago, but the most recent application I can find for new building at 9-11 Wellington St is for a 5-storey building for 20 apartments, which was approved in December 2007.

The adjacent plot at 7-8 Wellington St, at the corner of Pier St, is advertised for sale as “a development opportunity”.

An application was submitted (w/c 17.5.15) to create an apartment in the upper part of the Green Bricks pub (9 Humber Dock St, overlooking the Marina) into an apartment, with a discreet balcony in front of the dormer on the front elevation.

The Backpackers’ Hostel at 51-52 Market Place (next to the Old Corn Exchange pub), which was approved in September 2014, is now open.

On 15th February, approval was given for conversion of a former classroom into a tea room at the rear of the listed Neptune Inn (Boots) (official address Ground Floor, Custom House 13-14 Whitefriargate).

Plans for alterations at Holy Trinity were approved in w/c 26.4.15. Our detailed comments are in our letter to planning, reproduced above.

52 High St is a good example of the original pattern of development on the eastern side of High St. It comprises a former office block (which replaced a merchant’s house) on High St, a single-storey workshop behind and a very old (probably 17th century) warehouse to the rear of that, originally backing onto the Old Harbour. Permission was granted in w/c 1.3.15 to install new external windows and add another storey and balconies to the former workshop section. It is owned by the proprietors of the nearby Lion & Key and the aim is to convert it into a restaurant.

At 202 High St (the listed Georgian house nearly opposite Blaydes House), an application was approved in w/c 26.4.15 for change of use from office to 12-bedroom house in multiple occupation.

At 19 Silver St, the former Grade II* listed Nat West Bank, applications were approved in w/c 3.5.15 for sympathetic internal alterations to the ground floor, basement and mezzanine levels and external alterations to the east elevation and change of



19 Silver Street - former Nat West Bank.
(Photo: JD Scotney)

use to bar and restaurant. The building has been empty since 2007 and, as English Heritage commented in August 2014: "*.. it is positive that a new use is proposed which should provide for the ongoing repair and maintenance of the building whilst also providing public access to the impressive banking hall.*"

Permission was given in w/c 22.3.15 for the snooker hall in the former General Post Office building, Alfred Gelder St to become 15 flats. Listed Building Consent was approved in w/c 10.5.15

In w/c 3.5.15, Arup submitted a "Screening Request" on behalf of Highways England. It is described as "*a hybrid application in which detailed consent is sought for the footbridge crossing the A63, access ramps and some areas of landscaping, whilst outline consent is sought for an additional footbridge connecting into Princes Quay Shopping Centre.*" The purpose is to assist the Council to decide whether an Environmental Impact Assessment is necessary.

City Centre

In w/c 2.3.15, approval was given for change of use of the Poundland store (originally C&A) on Ferensway to restaurant / cafe or gymnasium or mixture of these with new shop fronts.

In w/c 12.4.15 permission was granted to convert the upper floors of the Admiral of the Humber (next to the Cecil) from offices into a hotel.

Demolition of a rear extension, formation of a level access from the car park and internal alterations at the listed 19 Albion St were approved in w/c 1.3.15. Many years ago, Hull Civic Society committee meetings were held here, in the office where Ian Ashley Cooper had his practice as a quantity surveyor.

Listed Building Approval was given in w/c 1.3.15 to convert the 2-storey first floor dance hall at the rear of 83 & 85 George St into 10 flats, each with a bedroom at mezzanine level. The original scheme of 5.12.12 was refused on 5.7.13 and the appeal dismissed on 8.5.14, but the revised scheme has been designed to protect the historic features of the hall and also to be reversible. The planning appraisal reads:

Key features within the building will be carefully preserved ensuring future reversibility by employing offset partition walls above the mezzanine level. Lower partition walls will be centred on pilasters and carefully scribed around moulded detailing, such as dado rails. This will also allow

such features to still be appreciated. The roof lights will be preserved in situ, and will still be functional and visible too. In relation to the floor covering, the solid floor is covered by an original parquet floor, which is in turn covered by a later sprung floor. The sprung floor is in good condition, but the condition of the underlying parquet floor is unknown. The proposal is to lift the sprung floor and reuse it to replace the parquet floor if it is damaged or beyond repair, thereby exposing more of the original skirting board to view. However, if the parquet floor is in good condition or repairable, then it may be retained as the preferred floor covering. Both options are acceptable and will re-expose more of the skirting board. Details of the parquet floor can be requested by condition. It is therefore considered that sufficient detail has now been provided showing the proposed works to the Listed Building. It is considered that the proposal would preserve the special architectural interest of the building. However, an application to create 5 flats out of the ground floor storage space was withdrawn in w/c 5.4.15.

Many of the Georgian buildings on the south side of George St have been given shop fronts over the years. In w/c 17.5.15 there was an application to replace the shop fronts with domestic windows and re-instate the basements and steps of numbers 62-72, with change of use from retail units to 3 flats. There

are no details as yet, but we have commented on the importance of the window proportions and choice of bricks.

Jameson St Post Office, empty for several years, apart from use as a "Christmas shop" has been converted into a Sainsbury's Local. In the old Radio Humberside studios above, Couplands have created a "Secret Garden Café" (hardly a secret, now!). Lloyd's Bank George St branch (the former Hull Savings Bank) has closed, but another branch is being created in the former "What Everyone Wants" shop at the corner of Jameson St



62/64 (right foreground) to 72 (the white building), George Street (Photo: JD Scotney)

and South St. The branch at the corner of Chapel St and Paragon St doesn't seem to be under threat of closure.

Across the road at 54-60 Paragon St, the old 3-storey Bradford & Bingley office was approved in w/c 8.3.15 for an upward extension to 5 storeys, plus a roof extension to create a 6th storey. This is a revised scheme, which retains the decorative features of the original part. The permission included change of use to student accommodation.

An application was submitted in w/c 15.3.15 to convert 52-54 George St from Golding Computer Services offices to a restaurant / café and 6 flats, with an extension at the rear.

In w/c 12.4.15 a plan was put forward for Bell Chambers, 10-14 Paragon Square to have a new facade more in keeping than the present rendered one, with change of use of the 1st and 2nd floors from offices & retail to restaurant, retaining the ground floor as a bar.



Bell Chambers, Paragon Square (the building with the rendered facade) (Photo: JD Scotney)

An amendment was approved in w/c 26.4.15 to add an additional floor to the building already approved at 25-27 Dock St (on the site of the Purple Door Club).

East

St Giles Church Marfleet received permission in w/c 26.4.15 to demolish the existing church hall and build a new one.

In w/c 1.3.15, an amendment to the approved biomass wood fuelled energy plant at King George Dock to allow burning of refuse was refused.

On 13th April, the derelict Cornmill Hotel at the corner of Holderness Rd and Mount Pleasant, went up in flames. Arson is suspected.

The listed James Reckitt Branch Library on Holderness Rd has been closed for a while. An application to convert it into 12 flats and build a 3-storey block of 20 flats next to it on the corner of Field St was approved in w/c 26.4.15.



James Reckitt Library,
Holderness Rd (Photo: JD
Scotney)

In late May, work was well advanced on the new Dransfield shopping development at the north-east corner of Holderness Rd and Mount Pleasant, opposite the Asda group of shops. There appear to be some large and some smaller units. The older shops between there and Burleigh St are being retained.

Further along Holderness Rd, restoration is completed at the birthplace of J Arthur Rank (1888-1972), who was a leading figure in Britain's film industry. It is at the eastern end of a 4-house terrace called Chestnut Villas. His father, Joseph Rank, was one of Britain's foremost flour millers. At the time the rank family lived there, the house at the western end of the terrace was home to William Alfred Gelder, architect and town planner. Joseph Rank, Alfred Gelder and Thomas Ferens (who lived nearby at Saxby House) formed a lifelong friendship and shared a keen interest in the welfare of Hull and its citizens, from which we still reap the benefits.

Permission was given in w/c 15.2.15 to convert 1183 Holderness Rd into a residential care centre with an extension to the main building, a new single-storey building to provide communal space with staff accommodation in the roof space and five single storey residential units.

On James Reckitt Ave, Pashby House, which was built as accommodation for single female employees of Reckitt's, is in the process of being converted from offices into flats.

Foredyke Primary School on Flinton Grove, Preston Rd Estate, was approved for demolition and replacement with a new building (w/c 8.3.15). The following week, a similar scheme was approved for Neasden Primary School on Ings Rd Estate.

In Sutton, approval was given to turn 16 Church St into a single dwelling, convert 16A into an estate agent's office with a first floor extension to create a 2-bedroom flat and erection of two new dwellings to the rear of 16A.

West



The Albert Hall, Midland St (Photo: JD Scotney)

On 3rd May, the derelict New York Hotel suffered a fire. Arson is again suspected. The structural inspection showed that demolition of the New York is not immediately necessary but it did reveal serious structural problems at the Albert Hall (owned by the same company), just round the corner in Midland St. According to Paul Gibson's informative website, it was built in 1873 as a speculative venture by a Mr Fussey, with a room used as a Music Hall. Sadly, demolition is almost inevitable.

At Hull Royal Infirmary, permission was granted in w/c 1/2/15 for a temporary modular building at the rear of the tower block to provide extra treatment space (23 cubicles).

In w/c 24.5.15 an application was approved to use the large site between Wilberforce St and Fountain St (opposite the Eye Hospital) as a public car park.

Permission was granted in w/c 19/4/15 to demolish the garages between the Great Thornton St high rise flats overlooking Anlaby Rd, and replace the blank garage walls with palisade fencing.

The Tradex warehouse has been empty for some years, despite several schemes, including a proposed Tesco. In w/c 26.4.15, a new application was approved to divide it into Aldi, Home Bargains and a third retail unit, and to construct a single storey McDonalds restaurant with drive-through section. Public comments included many from local residents welcoming additional shopping facilities for their area.

A rebuilding scheme for Francis Askew Primary School on North Rd was submitted in w/c 15.2.15

In w/c 17.5.15 an application was submitted for alterations and renovation work to the library at Anlaby Park.

An application to refurbish the listed Springhead Pumping Station, with 7 doors being blocked up and new cast iron downpipes was approved in w/c 5.4.15.

A large site on Hawthorn Ave between Greek St and Rhodes St has been fenced off with hoardings and construction of "Extra Care" homes has begun.

The Beacon, a new and very stylish office development on Brighton St, next to the St Andrews Quay junction of Clive Sullivan Way was almost finished in late April.

At St Andrew's Quay, approval was given in w/c 1.3.15 for the Lost Trawlermen's Memorial to be located in a landscaped area just to the west of the Sailmakers'.

North

On 15th April, the derelict Grade 2 listed Lambert Street Methodist Church caught fire. Sam Allon's staff have stabilised most of the facade, but the beautiful interior woodwork is completely lost. An application for listed building consent to demolish it was submitted in w/c 17.5.15.



Lambert Street Methodist Church on 24.4.15 (Photo JD Scotney)

In w/c 8.2.15 an application was submitted for external insulation to be applied to 15-19 Spring Bank and 2-10 Spring St, a block dating from the early 19th century.

Further along Spring Bank, permission was granted in w/c 15.2.15 to build 37 flats and 3 shops in one 4-storey and one 7-storey block on the Government Buildings site between Stanley St and Derringham St. The site has had many applications granted and allowed to lapse, so we hope this one comes to fruition.

An application was submitted in w/c 19.4.15 to convert 101 Spring Bank (next to the Kwik-Fit garage) into a respite health care centre, with external alterations such as replacement front windows.

On Chanterlands Ave, I was pleased to see in April that the historic plaque of 1819 from West Street Primitive Methodist Chapel in the former Perth St Methodist Church was being well cared for by the builders during the conversion into flats.

At the listed Charterhouse, an application was approved in w/c 5.4.15 to reduce the height of 16 chimney stacks. An application to continue using nearby Anderson's Wharf, Wincolmlee, as a temporary car park for a further 3 years was refused in w/c 19.4.15 on the grounds that it "detracts from the character and appearance of the Charterhouse Conservation Area".

The bold scheme to renovate the listed High Flags Mill on Wincolmlee as 44 flats was approved in w/c 1.2.15.

An application for construction of 8 houses and 8 flats to the rear of 91 Beverley Rd (itself already being renovated) was permitted in w/c 15.2.15, with access onto Grosvenor St, which runs parallel to Beverley Rd.

The latest application (w/c 17.5.15) by the owner of the Swan and the site of the National Picture Theatre, Beverley Rd is to use the cinema ruins as an outdoor dining area after conversion of the Swan into a restaurant.

On the other side of Beverley Rd, ASDA's application to build a petrol station at the edge of their car park next to Terry St (opposite Aldi) was refused in w/c 22.3.15 because it would create noise disturbance and have an adverse effect on the amenity and outlook of the houses next door.

Conversion of 17-18 Pearson Park into 9 flats was approved in w/c 1.2.15 and work started in March.

On the other side of the park, the new block of flats at number 46 has now been roofed.

The conversion into flats at the former Mayfair Cinema, just north of the railway bridge on Beverley Rd, (latterly Hollywood & Vine pub) is nearly completed. It is very good to see this interesting building being given a new use so quickly.



Former Mayfair Cinema, Beverley Rd (Photos: JD Scotney)

A proposal to change the former Blind Institute workshops at the rear of Rockcliffe House (460 Beverley Rd) into a council depot was refused in w/c 26.4.15 on the grounds that early morning operations would cause noise disturbance to local residents.

The new Clough Rd Fire Station has opened. In w/c 8.3.15, permission was given to build a new fire training building, drill yard, fitness track and animal rescue facility on the site of the old fire station and the 1960s building which faced onto Vulcan St. Demolition has begun.

Permission was granted in w/c 1.2.15 for Hull University to erect six blocks of between 3 and 7 storeys to provide 572 bedrooms in a mixture of 1, 4, 7 or 8 bed flats plus a communal social hub arranged as a double diamond shape on land between the Newlands Science Park and the university sports ground. The following week, alterations and extensions to the university's Middleton Hall were approved. There will be a new, accessible entrance lobby and foyer, reconfiguration of the main auditorium, provision of music rehearsal rooms and a mixing room, additional WCs and storage.

Carnegie Heritage Centre Events

Sunday Talks (1.30 - 3 pm, £2)

7th June - Trip down Memory Lane in Photos

5th July - To be arranged

2nd Aug - Hull Music Archive (Nick Boldock)

6th Sept - A Hull Almanack (Carol Osgerby)

4th Oct - From West Park - Palace (talk on cinemas - Jim Shaw)

1st Nov - The Ball bearing Run (Judy Galloway)

6th Dec - Beverley Road Regeneration (Tegwen Roberts)

Summer Quizzes (Tuesdays 7.30 pm, £2)

23rd June, 28th July, 25th Aug, 22nd Sept. Up to 4 people in a team or come on your own and join a team.

Local History Sessions (Wednesdays 10 am - 12 noon, £5)

Provided by Malcolm Scott

"Climbing Trees" family history course - Intermediate (Mondays 10 am - 12 noon) This 5-week course, led by Charlie Cradock started on 1st June (£15).

Bookings are being taken for the next Beginners course.

For more information please ring 01482 561216 or visit the Carnegie website www.carnegiehull.co.uk

Would you prefer to receive your Civic Society Newsletter by Post or Email?

At present, we post about 350 Newsletters to Civic Society members, but it may be that some of our readers would prefer to receive it by email (in full colour!). If you are on our mailing list, you will continue to receive it by post, but please email the editor if you wish to receive your Newsletter by email instead.

If you want to continue receiving your Newsletter by post, but would like to receive notice of additional events by email, please let us know about that, as well.

Your email address will not be passed on to anyone else without your permission and notices are sent out "blind" so that recipients' email addresses remain confidential.

Editor john.scotney@talk21.com

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Welcome to our two new committee members, John Sharp and Liz Gowland and to our new Treasurer, Richard Lacey. Our thanks also to Allison for providing continuity by staying on as Assistant Treasurer.

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 by 1st August. Please note: items may sometimes be held over for lack of space.

Updating the Membership Database

It would be extremely helpful if ALL members could fill in their details below, and return to:

Paul Schofield (Membership Secretary),
34, Roborough Close, HULL HU7 4RW
email:schopaul@hotmail.com

Name(s):

Address:

Contact Phone Number:

email:

Application for membership of HULL CIVIC SOCIETY

Annual Membership subscription: £15.00 individual, £24.00 for two people living at the same address.

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