

HULL CIVIC SOCIETY NEWSLETTER

June 2014



Old Trinity House School (Photo: JD Scotney)

In this issue: Programme, A Portrait of Hull Project, Hull in Paint – apology & response, Pearson Park, Trails and Tales of the Old Town, Royal Town Planning Institute Seminar, Scale Lane Bridge, Good Mark – Three Public Houses, Planning & Buildings, Trinity House School Yard, Hull Local Plan 2030, Good Mark – Colin Cooper, Other Committee Changes, Officers and Committee, September Newsletter Updating the Membership Database, Newsletters by Email, Membership.

Summer Programme 2014

Wednesday 2nd July 7 pm – Old Town Walk (approx 1½- 2 hours)
led by John Scotney. *Meet by Wilberforce Monument outside Hull College.*
No advance booking required. (For any queries, ring 01482 492822).

Thursday 24th July 1 p.m. - Golden Jubilee Lunch at the Royal Hotel, Ferensway, Hull

On 24th July 1964, Hull Civic Society was formed by a group of individuals, Messrs. Arschrivir, P.M. Jackson, Mrs. E. Seaton and C.S. Wise, who were passionate about the city of Hull. Sadly, most of the founder members are not with us anymore. However, in honour of those pioneers, and to celebrate the Golden Jubilee of Hull Civic Society we have arranged a Golden Jubilee lunch, which will be held on the exact date the Society was formed.

The celebration will take place on Thursday 24th July, 2014 at 1 p.m. at the Royal Hotel, Ferensway, Hull. It will be a buffet lunch, priced at £15, with a guest speaker.

If you wish to attend, please complete and return the enclosed booking form, together with a cheque for the full amount, no later than 10th July.

Saturday 26th July 1.00–4.00 p.m. – Joint meeting for Hull Civic Society members and delegates to the YHACS Regional Meeting at Hull History Centre – a rare opportunity to meet people from other civic societies!

YHACS – Yorkshire & Humberside Association of Civic Societies – have been invited to visit Hull as part of the celebrations marking our Civic Society's 50th anniversary. In the morning delegates will be taken on a guided tour of the Old Town by Paul Schofield. Members of Hull Civic Society are invited to join the delegates for the afternoon meeting in Hull History Centre. After the formal business of the meeting, we understand that there will be two talks: "City of Culture" and "Local Listing".

Advance booking is essential. Please contact our Secretary, Cynthia Fowler by telephone (01482 377434) or email her at pinkhouse1@hotmail.co.uk by 10th July.

Sunday 7th September - Paull Visit,

Meet at St Andrew's Church, Paull 1 p.m.

Our guided tour will include the church, the award-winning Village Hall, a stroll along Paull's historic Main Street and tea and biscuits at a 19th century cottage in Main Street.

Advance booking is essential. Please contact our Secretary, Cynthia Fowler by telephone (01482 377434) or email her at pinkhouse1@hotmail.co.uk by 30th August.

Heritage Open Days 2014 Thursday 11th to Sunday 14th September

Full details will be in the Heritage Open Days brochure.

Winter Programme 2014-15

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

Following a majority decision taken at the AGM in March, all public meetings will continue to be free to Hull Civic Society members but from October there will be a charge of £2 for non-members.

13th October – “*Hull and the Civic Society since 1964*” – an illustrated talk by John Scotney.

Other meetings: 10th November, 8th December, 12th January, 9th February, 9th March, 13th April. Full details will appear in the September Newsletter.

‘A Portrait of Hull’ - Project

I am in the early stages of planning a photographic project that will incorporate a series of digital photography workshops leading to an exhibition and a prestigious publication to showcase Hull's architecture, open spaces and transport systems coupled with anecdotes and stories drawn from the people of Hull.

Hull's successful bid for UK City of Culture has presented the opportunity to create a lasting record of Hull in this “showcase year”. The aim of the project is to work with a range of local groups to engage people from a broad cross section of Hull's local community (200 – 250 in total.).

Members of these groups will have the opportunity to take part in a series of free digital photography workshops, with the aim of producing a

collection of images for inclusion in an exhibition, publication and other methods of presentation.

I am in the process of fundraising to make the project happen, Hull Civic Society, Age UK Hull and East Yorkshire Mind, will be among the first to be involved in the project workshops if we are successful.

If you are interested in becoming involved in this project and would like to find out more please contact me on the number below.

Barry Thompson (Project Coordinator) A Portrait of Hull - Book Project
Tel: 01482 381511

Hull in Paint: an Apology

In the February edition of the Newsletter, we inadvertently published a comment by the writer of the Hull in Paint article which was critical of unnamed officers of the City Council.

We wish to make it clear that the comment does not reflect the views of Hull Civic Society in any way and we would therefore like to withdraw the comment and apologise for any offence caused.

Hull Civic Society enjoys very cordial relations with both Members and Officers of the Council and we benefit from their support in carrying out the work of the society. The success of this depends on maintaining a relationship built on mutual trust and respect.

Both we and the City Council share a common mission: to build a better Hull, promote its image in the World, develop pride of place in our residents, attract more visitors and see the economy of the city prosper.

Editor.

A reply from Hull City Council

Dear John,

This more than compensates for the unintended publication and I sincerely thank The Trust and yourself for the prompt clarification.

I, and the Council look forward to furthering our productive relationships and joint efforts to achieve our mutual goals.

With kind regards, Mark Jones.

Pearson Park

In 1860, Zachariah Pearson gave 27 acres of land for Hull's first public park and it was laid out by James Niven, curator of the Botanic Garden (located then at the southern end of Linnaeus Street). It opened with great festivities in 1862. The houses that line the perimeter road helped to finance the park, and formed one of Hull's most desirable residential areas when they were completed. Sadly, some have been lost, but enough of them survive for Pearson Park to retain its air of 19th century elegance, despite most of the houses being converted into flats. This has been almost inevitable, owing to their size; they were built to accommodate large Victorian families and their servants and are too large for the families of today.



56 and 54 Pearson Park – two of the fine Victorian villas on the northern side.
(Photo: J D Scotney)

Some of the houses have been converted to other uses: a hotel, a police station, offices, a care home and a mosque. These uses have not really detracted from the environment of the park, as they have generally been carried out with some sensitivity, but have diminished the park's residential nature and the number of people who, as permanent residents, naturally have a keen interest in its upkeep.

When two of the offices (50 Pearson Park and 17-18 Pearson Park) closed, the prospect of the return of the houses to residential use was an attractive one. Unfortunately, their respective developers proposed to convert them into an excessive number of flats, amounting to over-development: 14 flats at number 50 and 11 flats at no 17-18. Many

residents of the local area objected and both schemes were refused. A revised scheme for 9 flats at be seen number 50 was subsequently approved, but the future of 17-18 remains to be seen.



Pearson Park Police Station. and Jame Masjid mosque. (Photo: J D Scotney)



Lake View Residential Home, 29-30 Pearson Park (Photo: J D Scotney)



Left: 50 Pearson Park: 14 flats refused, 9 approved. (Photo: J D Scotney)



17-18 Pearson Park – 11 flats proposed and refused. (Photo: J D Scotney)

Over-development causes two problems. Firstly, there are often a lot of extra cars, either parked on the perimeter road or in the former front garden. Secondly, where the resulting flats are inadequate as a permanent home there is too rapid a turnover of residents for creation of social links, such as residents' associations. For such tenants, residence in the park is just a stepping stone to somewhere better.

When Pearson Park Hotel (70-72 Pearson Park) closed, its owner applied and got permission in February 2014 to convert it into three Houses in Multiple Occupation (HIMOs) with a total of 26 bedrooms. He

had already received permission to convert part of the hotel (20 Pearson Ave) into a 7-bedroom HIMO. A hotel owner is generally a permanent resident and it is in his commercial interest to make his hotel as attractive as possible to encourage visitors. Rubbish is confined to one or two large bins and removed promptly and gardens are tended.

Owners of HIMOs do not usually live on the site and they rely on periodic inspections or reports from their tenants. Problems may not be reported promptly - sometimes because the tenant may not know how to report them, or may not have the confidence or language skills to do so - and short term tenants do not have the same incentive as permanent, long term residents to care for their immediate environment. The result is, far too often, unkempt gardens or gardens covered in gravel or concrete for easy maintenance, large numbers of wheelie bins, sometimes overflowing with rubbish, and sometimes unwanted items just thrown into the garden. HIMOs, even more than houses over-developed into too many flats, tend to make the district appear unattractive to potential long term residents.



Pearson Park Hotel 70-72 Pearson Park and 20 Pearson Ave – conversion into four HIMOs – 10, 7, 9 and 7 bedrooms (33 in total) has been approved (Photos: J D Scotney)

Conclusion

We are very concerned about these recent trends towards over-development and conversion of properties into Houses in Multiple Occupation. Pearson Park is too important a historic feature of Hull to be allowed to deteriorate in this way. The plan to regenerate Coltman Street and Boulevard involved reducing the number of Houses in Multiple Occupation and we believe that this policy should equally apply to Hull's first public park and its fine surrounding villas.

John Scotney.

Trails and Tales of the Old Town

The Society has been working for some time to develop a series of themed **Trails and Tales of the Old Town**. Hull is almost unique in England through retaining the medieval street pattern, hemmed in as it was at first by the walls that surrounded the town and later by the Town Docks, which followed the line of the former moat. They were Queen's Dock, Prince's Dock and Humber Dock, which were all built in the late 1800's. The Old Town is also a largely neglected jewel in Hull's three crowns but it is an absolutely fascinating place with narrow cobbled streets, even narrower staithes leading down to the quays on the river front and some original buildings that have borne witness to many stirring events, including Holy Trinity, a church that began life as a Catholic Church and became a Protestant Church after the Reformation.

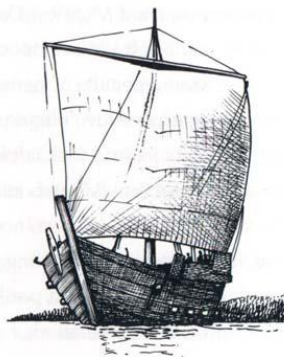
The themes that have been identified initially are as follows:

Royalty and Rebellion. Almost everyone knows that Hull was the place where the fuse of the English Civil War was lit, when King Charles I was refused entry into the town in 1642. But Hull has had a long history of Royal visits, beginning with King Edward I, who granted the town its first and most important charter, naming it Kingston upon Hull. It became a town of great strategic importance with massive defensive works. Hull often came into conflict with Royal decrees and became the subject of threats of direct intervention by the Crown and this 'Trail



and Tale' will expand on those events.

Ships and Shipbuilding. This is another theme that will be developed, as Hull was an important shipbuilding centre with numerous shipyards and sail making works. This will explore the changing nature of ship design from the earliest "Ferriby boat", preserved in the Hull and East Riding Museum in High Street, through to the medieval designs of knarr's and cogs and the calls made by the Crown for warships. It will



examine sail and mast design, early cargo trade, the crewing arrangements of the ships, the local ship-owners and the arrival of steam power.

Trade and Industry. Hull has been a trading port since its earliest days with well established trade routes and trading partners. This theme will explain the cargoes that were imported and exported from the port, the people, both local and foreign who were involved in trade, the people who worked the quays, the Crown's Customs and Excise men who wanted their dues and will include the courageous men who went searching for whales in the most terrible of conditions and the development of fishing as a local industry.

Disease and Pestilence.

This theme will look at life in the Middle Ages and the common, highly contagious diseases that carried off hundreds and thousands of townspeople, who then lived in tightly packed and unhygienic accommodation. The Black Death swept through



the country, as did cholera, typhus and smallpox. The outbreaks often overwhelmed the ability of the authorities to deal with the effects. There were cures and remedies suggested for all ills - and these will be examined too.

Crime and Punishment. Life was harsh in medieval times and it was seen as essential to maintain good order. This was reflected both in the crimes committed and the punishments handed down by the magistrates. The punishments usually reflected the seriousness of the crime and it is significant that one of the first Charters granted to Hull permitted the erection of a gallows. Hanging was a public spectacle, as was beheading and those condemned to be placed in the gibbet until death overcame them. A sentence to be placed

in the stocks, or pillory, was also a public spectacle, where the passers-by were invited to throw rotten produce or worse at the offender. Nagging wives were placed in the ducking stool or the common thew (in Hull, the muck-cart), and then paraded around the town.

Mass Migration.



Millions of emigrants passed through the port in the mid-1800, searching for a better life. This theme will look at the causes for their flight, the conditions they endured in their journey to the New World, the skills that they brought with them, the diseases that accompanied them, the local means of dealing with outbreaks of

'ship fever', or lice and the local companies involved in the mass migration. Some criminals were forced to emigrate, including the many that were deported to the colonies for minor offences, America at first - and then Australia once America had achieved independence.

Holy Trinity. Hull's iconic church in the middle of the Old Town, begun in 1285, has seen from almost the beginning the years of strife and struggle that have surrounded it. Holy Trinity has its own wonderful story to tell.



Colin McNicol, May 2014

Royal Town Planning Institute Seminar, Tuesday 13th May 2014
At the Guildhall, Hull 1pm – 5 pm: *Rebuilding Hull – The Abercrombie Plan and Beyond* (One of a Series looking at Yorkshire's greatest planning achievements: The 1940s)

INTRODUCTION – Bob Wolfe, RTPI, Hon. Sec.

Heavily bombed during the Second World War, Hull secured a dynamic City Plan early on; prepared by eminent Planners and Architects, Edwin Lutyens and Patrick Abercrombie; henceforth to be known as the Abercrombie Plan. The purpose of this Seminar is to find out why so little is known of it, why it was not implemented and to determine whether the City is better off as a result.

WELCOME – Trevor Mitchell, English Heritage Regional Director

Trevor gave a brief resume of the development of the Medieval Walled Town and the subsequent growth of Industry and Maritime Trading in the 19th Century. (He introduced delegates to the recently published booklet on Hull's Heritage written by Susan and David Neave).

He identified challenges for the future including: the need to find a new commercial usage for the Old Town, the need to promote Hull as a City, and the need to put Hull back on the radar as a commercial and tourist destination – commenting on the fact that a million people drive past it from the ferry every year!

THE ABERCROMBIE PLAN – A Utopian Response – Prof. David Atkinson, Department of Geography, Hull University

David Atkinson gave a detailed outline of the City's Maritime, Industrial and Civic Heritage. He dramatically described how World War II brought about a significant change in the City's fortune and relative status as a port.

The Wartime bomb damage in Hull was vividly illustrated in the introduction to the Abercrombie Plan, (only 5,000 homes out of 92,000 escaped damage). The city centre was devastated and there was widespread evacuation as “mass terror from the skies” tested the resolve on the home front. “The North Eastern Town” was the most blitzed city in the UK after London and at the end of the war looked forward to the development of a “land fit to live in”.

The Abercrombie Plan was described as a fitting tribute to the devotion and courage of the brave people of Hull.

Despite Lutyens death in 1944 the plan was completed in 1945 and included the best modern practices setting out various zones of function.

The zones of function included:

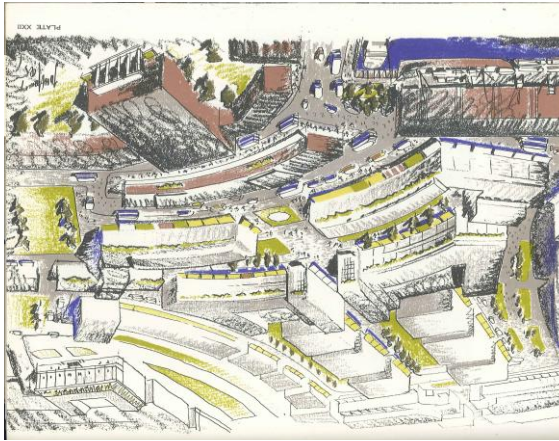
- (a) Residential zones to decentralise the population from slums to estates with a satellite town planned for Burton Constable.
- (b) Industrial areas specifically planned
- (c) The creation of self-contained Village type densities of 60-75 people per hectare, setting a limit of less than 20% high-rise
- (d) The establishment of a Green Belt
- (e) A plan for improved Communications and a new railway station
- (f) The River Hull was to be pounded to create a constant waterway
- (g) The city centre – a radically changed layout for the City Centre meant creating a new shopping precinct in the Osborne Street area and an imposing vision of a Civic Centre, (incidentally this would have included the demolition of the Dock Offices and the City Hall)!!



The Problems of implementation

Although the seriousness of bomb damage argued for remedies offered by the principles of modern planning; the futuristic plans were criticised by the populus and particularly by traders reluctant to move on the “whim of a planner”.

An alternative plan came about in 1949 but again local practicalities got in the way and although this plan still bore traces of Abercrombie’s genius, little of it was to become reality.



Artist’s impression of the “new Hull” (Picture supplied by the author)

THE POST-WAR RE-BUILDING OF HULL – Dr. David Neave, Hull University

During the blitz, Hull was subjected to 82 air raids! 86,715 homes were damaged and 5 major department stores were destroyed and a total of 1,200 people were killed.

The City Centre plan to create a new Hull of shops and civic centre was expected to take 20 years to complete. A local petition was signed by 30,000 residents to keep the old shopping centre, and so in 1950 Hammonds rebuilt their store on the old site in Paragon Square. This change of heart was encouraged by City Planner Udolphus Aylmer Coates in December 1950 (five wasted years)! His new development plan was approved in 1954.

Shopper’s desires effectively killed the Abercrombie Plan and the building of Festival House, (1951) Queens House (1952) and the Cecil Cinema pretty much meant the only part of the “Utopian Plan” to be implemented was the layout of Queens Gardens by Frederick Gibberd, who also designed the Hull College building.

Much development has taken place in the last 50 years, some of which has its roots in the general guidelines suggested by Abercrombie. The movement of people into the East Riding countryside, e.g. the Bransholme satellite town of 28,000 people, the creation of Longhill “Village” of 5,000-10,000 (1958), Orchard Park and Area 17 (Thornton Estate) (1966) were evidence of the fact that Hull was building 2,000 homes per annum in 1965.

Communications, particularly the building of relief roads and the introduction of flyovers over railways on the major radial routes was a strategy identified by Abercrombie but it took until the mid-1960s for those to be implemented.

Lutyens and Abercrombie realised the importance of the Old Town and largely respected the integrity of the existing street pattern, leaving defined on the maps as a neutral grey area. They made no detailed plans or suggestions of how it may be altered or improved. It would seem they were content to allow it to develop organically determined by the future sensibilities of its citizens. This aspect of the plan has enabled the sense of the old walled town to still be experienced which along with the Fruit Market, Marina and the Pier offers a concentrated heritage environment and a platform for cultural experiences. Something to be thankful for as a legacy of the Abercrombie Plan.

LOOKING TO THE FUTURE – Alex Codd, City Planning Manager

The Future presented briefly:

“The Energy City” – the Siemens development plan to build offshore wind turbines is key to the creation of Greenport Hull which is collaborative of HCC; ABP and Siemens using land to the east of Hull for the construction of renewables and the site for a Bio- Mass Power Station. The Humber LEP has identified land on both banks of the river to create an Energy Estuary. By 2016 at least 1,000 new jobs will be created, ultimately growing to 4,000 through the related supply chain and further jobs created by demand for housing, retail and leisure.

The city centre – Living, Shopping and Leisure

Recent improvements in the west of the city centre have been significant and the St Stephens Shopping Mall, the Transport Interchange and the creation of a new Hull Truck Theatre have created a modern and vibrant city centre hub.

The awarding of the 2017 City of Culture status has generated a tidal wave of interest, both within and without the city and should bring a new era of spending on new hotels, conference and leisure facilities and new event spaces.

The Freedom Festival has given the city a higher cultural profile than ever before and expectations are high. This event has helped establish a recognized Cultural Quarter around the Fruit Market, where the retention of quirky buildings has provided a suitable stage and ambience for creative enterprises including antiques, art studios, various restaurants, theatres and music venues.

The A63 Trunk Road divides the city centre from the Marina area but there are plans to mitigate the situation by the creation of a bridge or underpass.

So many opportunities to regenerate parts of the city near to the River Hull have led to plans for a 20 storey hotel at the foot of the High Street. There is even talk of another east bank hotel to provide an increased spend and profile for the old town area in general.

The River Hull and the Humber waterfront could be key to the success of the city and could fully exploit its most stunning location. Despite this, the city turns its back on the River although there is talk of a green walkway from the proposed new Riverside Cruise Terminal into the centre of town. The Marina is a shining example of how the maritime traditions of this ancient port can be presented with a contemporary bravura. The most significant demonstration of engaging with the waterfront has been the Victoria Dock Promenade. This effectively links the old harbour with the relatively new port facilities to the east and is being increasingly used by locals and visitors alike where access was previously denied.

CITY CENTRE STUDY WALK

Finally, to help delegates understand the implications and influences of the Abercrombie Plan in the present day cityscape, a city centre study walk was led by members of the Civic Society who followed the trail devised by the Hull City Council Planning Department to best illustrate any remaining influences of the vision of Abercrombie and his plan in relation to the city centre.

Malcolm Sharman

Good Mark Award for Three Public Houses – Scale Lane & High Street – Hull.

Hull Civic Society has awarded one of its prestigious Good Marks to the owners of three public houses in Scale Lane and High Street for their careful and imaginative restoration of these historic buildings in the heart of Hull's magnificent Old Town.

Alan Murphy and Chrissy Flemming moved to Hull in 2000 and began running pubs together in 2004 when they discovered 'Ye Olde Black Boy' on High Street. They took on the tenancy there for three years, after which they left to set up a free house of their own, specialising in real ale.



Above left: Walter's,
21 Scale Lane.
Above right: William Hawkes,
32 Scale Lane.
Lower left: Lion & Key, High St.
(Photos: JD Scotney)

They turned 21 Scale Lane into 'Walters', taking its name from Walter Wilberforce, a barber who owned and ran the premises in the 1820s.

Since opening in 2007, they have increased the selection of real ales and ciders to twenty four hand pumps, which helped them to win a number of awards. Two years later they took over the former 'Durdy Nellies' Irish Pub on High Street. After a complete refurbishment they reinstated its original name the 'Lion and Key' dating from 1817, and now have it well established as a friendly pub serving a wide selection of real ales and traditional home cooked food.

Last year they added to the real ale circuit again by building another new pub at 32 Scale Lane. Alan Murphy explained 'Wm Hawkes' is a traditional pub taking its name from William Hawkes, a gun-maker who manufactured bespoke guns and rifles at the premises back in 1810.

Hawkes was quick to gain popularity and is a welcome addition to the growing real ale circuit in Hull's Historic Old Town.'

In presenting the Good Mark award, John Netherwood, Chairman of Hull Civic Society said 'we are particularly pleased to be able to recognise and publicise the dedicated work of Chrissy and Allan in bringing back to productive life these important buildings in these imaginative restoration projects. They fully cater for people's needs and comfort within a setting which really brings out their historic charm and appeal.'

We hope that they will continue with their business development plans helping the Old Town to increase its leisure offering to both local people and the increasing number of visitors from out of town and abroad – these pubs are certainly 2017-Ready!

John Netherwood

SCALE LANE BRIDGE OVER THE RIVER HULL: SUBMISSION FOR A CIVIC TRUST AWARD

*City Centre Kingston-upon-Hull. Civic Trust Award Category: E2
Bridge; New Build; Open to the Public 24 hrs.*

This inspirational bridge has been a long time coming, BUT now its impact is undeniable as it is at last a functioning reality. I was delighted to see this McDowell and Benedetti scheme win an International design competition in 2006. Yorkshire Forward and Arc promoted this bridge from within a strong field and the result is sensational



The ultimate realisation of its construction clearly illustrates its functionality and every form and detail adds to the universality of its design goal of maximum Community Impact and Engagement. Its everything they say it is and more.

Essentially it is a swing bridge (in plan looking like a monumental pin-ball flipper) which is designed to move aside to allow shipping up or down river; whilst the **PUBLIC REMAIN ON BOARD!** Her movement is gentle and engineering firmly precise. So effortlessly quiet is she that recorded sounds of natural and man-made sources are relayed to heighten the intensity of the location. At night a programme of coloured lighting effects enhance the form and structure of the bridge, artfully conspiring to attract people to the on-board Cafe' space which revolves almost imperceptibly about the hinge-pin of the structure.

Traversing the 'Old Harbour' of Hull, this structure has provided a renaissance in terms of sense of place. Forty years ago this place was packed with boats and barges, to the extent that it would have been possible to cross the River Hull by stepping from barge to barge. Like Venice it was abundant with life and commerce; the clanking of

chains, the chugging of engines, the bobbing of navigation lights and the gurgling of muddy brown tides meant this place was an attraction in its own right. Then came change and decline and the place was forgotten.

Now there is change for the better - which demands you come and see the sensuous form of this modern-day Leviathan. She has a spine of immense strength and exudes the vitality of there being a giant living form within its skin. Once discovered, her devotees swarm to take advantage of the benefits to City navigation which she brings. All marvel at her form and perfection and attend to her because of the unfailing attraction she has brought to this stretch of water front.

Those who have brought her into being have shown rare genius and are deserving of our eternal thanks. There is no other bridge like this - she is surely unique. I saw her being lifted into place and I recognised it as a significant moment for the city and its future as City of Culture 2017 and beyond.

Malcolm Sharman, Hull Civic Society, Acted as the Civic Trust Lay Assessor and wrote this citation as an indication of the structure's community impact and engagement.

GOOD MARK NOMINATION - SCALE LANE SWING BRIDGE
“Scale Lane Bridge has become a destination in its own right.”
(Observer, July 28th, 2013)

Designed by international architects **McDowell and Benedetti** and built in Barnsley by Yorkshire engineers **Qualter Hall**

Reasons for nomination:

- Its design and architectural appeal
- High level engineering project
- Contributes significantly to the regeneration of the Old Town

The footbridge, was originally commissioned by **Yorkshire Forward** and connects Scale Lane with Tower Street. It is the twelfth moving bridge across the River Hull and was opened for use on 12 June, 2013.

The bridge has been constructed in sections and fitted together like a jigsaw. It operates like a giant pinball flipper, rotating on a ball through 90 degrees to allow river traffic through. **It is unique in that people can stay on as it swings open and shut.**

One of the highlights is a sound and light experience which includes bird song as the bridge remains closed; when it is to open for shipping, people will hear ships bells chiming to warn visitors that the bridge is moving. This soundscape was created by artist **Nayan Kulkarni**.

In the attractive public garden in front of the bridge on Scale Lane Staith is artwork named 'From Mizzen Mast to Sandstroke', also created by Nayan Kulkarni working in collaboration with artist Shauna McMullan. The work maps out a sailing ship in words and bronze lines and represents Hull's close relationship with water and maritime history.

The bridge looks stunning when lit up on an evening.

From BUIDING.CO.UK:

“Construction began in 2009 with the bridge being fabricated off-site in Barnsley and the pieces being transported by lorry to the site for welding and assembly. After intermittent delays, principally caused by the change of client, the finished cantilever span was craned into position last year in 3m slices. Finally, after an eight-year gestation, the bridge officially opened late last month. (June).

“Because the river is tidal, one half of it is essentially a permanent mud-bank while the other is the navigable channel. It made sense to have a simple, rotating swing bridge where the heavy part was pivoted over the mud bank with the lighter span stretched over the water.”

architect McDowell + Benedetti

client Homes & Communities Agency

operator Hull City council

original funder/promoter Yorkshire Forward / Hull Forward

main contractor Qualter Hall

structural engineer Alan Baxter & Associates

M&E engineer Qualter Hall

landscape architect Grontmij

Planning and Buildings

Old Town

It is said that the staff at Oriel House, 49 High St, were taken by surprise in October 2013 when an application was submitted to convert floors 1-5 into 33 flats and to divide the ground floor into 2 office units. At the Planning

Committee meeting on 5th March a decision was deferred.



52 High St (Photo: J D Scotney)

Next door at 52 High St, work appears to have started on the approved conversion into a restaurant. This is an important example of the pattern of development in High St: the merchant's place of commerce (and residence) on the street frontage with a warehouse (in this case partly 17th century) backing onto the River Hull.



Burnett House, Castle Street

Photo: J D Scotney

Burnett House (once the Britannia Hotel) is one of the few original buildings on Castle St. It was refurbished some years ago but still unoccupied. In w/c 3rd March, approval was given for the

erection of 3- and 4-storey buildings on the vacant plot at the

corner of Vicar Lane and for the ground floors of these and Burnett House to be used as shops or offices, with 17 flats on the upper floors (7 of them in Burnett House)

In w/c 24th February, listed building approval was given to convert the first floor of Friary Chambers, 24-28 Whitefriargate, into 19 flats.

Trinity House School Yard (Photo: JD Scotney)



Trinity House submitted a fresh application in w/c 15th April for the demolition of most of the old school buildings and in w/c 28th April for use of the yard as public short stay car park, with continued use of site for Trinity House ceremonial purposes and occasional use of site for markets, events, concerts, exhibitions, etc. We have written

in support (see below). The applications were approved by the Planning Committee on 4th June.

The former Peacock's store in Whitefriargate is to become a new city centre branch of Boyes, according to the Hull Daily Mail.

An application was submitted in w/c 14th April for external alterations to the rear of 11-12 Nelson St – the side visible from Wellington St.

At 2-9 Humber St and 71-72 Humber St, applications were submitted in w/c 5th May for change of use of ground and upper floors from storage and distribution to either retail (A1), professional services (A2), restaurant/cafe (A3) drinking establishment (A4), offices (B1), art gallery (D1) or a mix of any of these uses (application for flexible planning permission) and associated external alterations.



Wellington House,
Queen St / Wellington St.
(Photo: J D Scotney)

Wellington House, the distinctive premises at the corner of Wellington St and Queen St, was designed by Hull architect Cuthbert Brodrick (best known for Leeds Town Hall and Corn Exchange). It was a candidate for

conversion into flats, but in late May it was declared unsafe and the Hull Daily Mail reported that it would have to be demolished.

City Centre

Approval was granted in w/c 17th February for a vehicular access to be provided through one of the surviving coach houses (21a) on Baker St to give access to the rear of 21 Albion St.

At 90-92 Prospect St and 21 Story St (the property goes through from one street to the other) permission was given in w/c 10th February for 8 flats in the upper floors.

Two flats were approved for 43-45 Paragon St (next to Paragon Arcade) in w/c 3rd March. At the other side of the road, approval was given in w/c 21st April to convert the upper floors of Queen's House into 17 flats. The address (44-46 Paragon St) is that of the entrance foyer which leads to the upper floors of Queen's House.

More of George Street's buildings are to be converted back to residential use, permission being given during w/c 7th April for 2 flats in the basement & ground floor at 82-88 and at 45-65 for the rear part of Venu night club (formerly Carmichael's department store) to become 4 flats. Multiple uses for 13-25 George St (formerly the Goose & Granite but originally the Manchester Hotel) were approved in w/c 21st April: training facility including bistro and patisserie, shop and 13 flats, with erection of a 4-storey building to the rear containing another 10 flats.

Permission was given in w/c 21st April for raising the east and west aisle roofs and installation of a new front ramp at St Charles Borromeo Church, Jarrett St.

East

Reckitt Benckiser received permission in w/c 7th April to extend its pharmaceutical factory towards Holderness Rd.

Across the road, permission was granted in w/c 2nd June for an extension to Holderness Rd Post Office.

In the w/c 31st March, approval was granted for the erection of new retail units on a site on Holderness Rd between Courtney St and Burleigh St (between Mount Pleasant and the overhead railway bridge). Only a few of the shops facing onto Holderness Rd are still in use and demolition of

the premises of John Brocklesby & Sons, Metal Merchants, at the rear of the site, was in progress in mid-May.

Permission was given in w/c 26th May to convert the former Sunday School building in Durham St into 2 flats.

Sutton has featured in three planning applications. The one for a 4-storey block of 24 flats at 33 Lowgate was withdrawn in w/c 14th April.

Permission was refused in w/c 12th May for Victoria Cottage, also in Lowgate, Sutton, to have a pantiled roof instead of the thatched roof originally approved. This seems a surprising decision, as anxiety about the vulnerability of thatch on a roof only just above head height to fire (accidental or deliberate) appears to be a legitimate concern. It would take only a stray rocket on Bonfire night or one idiot with a cigarette lighter to destroy years of hard restoration work on one of the area's finest examples of a vernacular rural cottage.

In w/c 24th February a "prior approval for demolition" application was submitted for the former Princess Royal Hospital, Saltshouse Rd. Approval was granted in w/c 17th February for erection of a 2-storey building on the south side of Preston Rd, east of Poundstretcher for the Aspire Academy. Construction work started in early June.

West

The unexpectedly controversial application to construct a cycle track at Costello Playing Fields, Anlaby Park Rd North, was withdrawn in w/c 10th February. It seems that the problem was the alignment, rather than the principle.

The "Scholars' Gate" housing development, next to Spring Bank West railway bridge on the site of the old Riley College is progressing apace and many of the houses are already occupied. The Sidings development off Calvert Lane has also grown since I last went by.

Willerby

In late March, East Riding council refused the application by Lantanier Ireland Ltd to erect an 87 metre wind turbine on land north west of Mill House, Albion Lane, a former landfill site containing toxic waste. Alerted by one of our members, John C Sharp, Hull Civic Society, objected on the grounds that piling was likely to puncture the protective clay membrane,

which would allow leaching of toxic substances into the aquifer from which the whole district draws drinking water.

North

The listed former School of Architecture, Strand Close, has been waiting for restoration ever since permission was granted seven or eight years ago for conversion into 19 flats and construction of two new blocks at either side (56 flats). No work has taken place at all and it has just become more and more derelict. The owner applied in January to be allowed not to complete the restoration work before the new build is occupied. It was refused in w/c 10th March, on the grounds that this would expose the School of Architecture to the risk of being left in its current state.

Permission was granted in w/c 10th February for the Engineer's Arms pub at 60 Bridlington Ave to be converted into 4 flats.

The owner of the Swan Inn and the listed site of the National Picture Theatre applied in April to use part of the site as a timber yard. This was refused by the Planning Committee on 4th June. Civic Society and the National Civilian WW2 Memorial Trust had both objected strongly.

In May, it was announced that after Endeavour High School closes for most pupils at the end of this academic year, it will become Hull's main centralised site for adult education and teacher training. This means that Eastfield, Avenues (Park Ave) and Hopewell Rd adult education centres will close. Of these, Avenues is the most interesting architecturally and also the one most expensive to maintain and therefore at risk, unless a new use – perhaps residential - is found.

An application was submitted in w/c 14th April to change the ground floor of the Rose Hotel public house on Beverley Rd (opposite the Bull in Stepney) into flats. The plans show that the distinctive windows and tiling would be retained.

Just north of Stepney, the Dorchester Hotel has been out of use for a number of years. Now the front part of the building (originally three houses) is in the process of being converted into two restaurants, and the rear part of the hotel has already re-opened. No planning permission was necessary as there has been no change of use.

Many of the fine villas on the perimeter road that encircles Pearson Park are part of Zachariah Pearson's original scheme. In 2013, the

Planning Committee refused a strongly opposed application to convert the listed no.50 Pearson Park (on the north side) from Social Services offices into 14 flats. A revised scheme for 9 flats was approved in w/c 3rd March this year. Later the same month (31st March) another developer's application for 11 flats at 17-18 Pearson Park (corner of Park Rd) was refused on the grounds of over-development, in response to many letters of objection, including ours.

The Mayfair cinema at 380 Beverley Rd has had a number of identities since it opened in 1929. It was designed by H.F. Wharf of Freeman, Sons & Gaskill. After it closed in 1964, it became a Bingo Hall. This closed when Mecca Bingo moved into the old B&Q store on Clough Rd. The Mayfair was reduced in length before it became a pub (Hogshead, The Old Picture House and latterly Hollywood & Vine) which closed last year. In w/c 17th February, permission was granted for conversion into 28 flats.

The block containing 25 Spring Bank and the Spring Bank Tavern (29-31) is one of the earliest groups of buildings in Spring Bank and the pub's property includes the former Volunteer Fire Station (famous for the carvings of horses' and firemen's heads) round the corner in Hall St. Permission was granted in w/c 5th May for 8 flats in the upper floors

of 25 Spring Bank, 3 flats in the upper floors of the pub and an office and 2 flats in the fire station.



Former Volunteer Fire Station, Hall St,
(Photo: J D Scotney)

Conversion of Perth Street Methodist Church into 8 flats, with extensions to the building to create a first floor, was approved in w/c 7th April. We were pleased that one of the conditions of approval was the preservation of a historic stone plaque of 1819, which had come from West Street Primitive Methodist Chapel. We had asked for this valuable link with Hull's religious and social history to be safeguarded, as it had been when incorporated into the structure of this church in 1931.

Construction had started in May on the 8 semi-detached houses approved for the YPI carpark site in Chanterlands Ave.

Permission was granted in w/c 10th March for construction of a much-needed new shopping centre for Orchard Park on the site of the present run-down shops. Temporary shops will be located nearby during construction.

Trinity House School Yard – Our Letter to Planning

Dear Mr Harris,

Hull Trinity House School, Princes Dock Street HU1 2JX

Application 13/00369.FULL 1) Change of use of Trinity House Yard and site of school (following demolition of school building) to public short stay car park (with continued use of site for Trinity House ceremonial purposes and occasional use of site for markets, events, concerts, exhibitions, etc); 2) Erection of walls and railings to perimeters; 3) Alterations to rear of Whitefriargate properties (where affected by demolition). 4) Demolition of wall and railings to Posterngate; installation of access barriers; 5) Amended access details - access and egress for vehicles via Posterngate; pedestrian access to Princes Dock Street and Whitefriargate
Application 13/00370/CON Demolition of Trinity House School building (application for Conservation Area Consent).

I am writing on behalf of Hull Civic Society to express our views on the above application.

Firstly, we have no objection to demolition of the old Trinity House School, as this would create a larger open space with potential for multiple uses. Hitherto, this area has been inaccessible to the public, forming a barrier between Whitefriargate, Princes Dock Street and Posterngate, so we welcome the prospect of it becoming a useful route between these three streets, as well as an intimate enclosed public square in its own right.

Whilst we have no objection to parking as one of the uses of this new square, we believe that the longer term potential for the yard to be a special attraction in itself that provides additional revenue for Trinity House will only be realised if the surrounding properties are developed to create cafés and small shops facing onto the yard and the yard is seen as a venue in itself for the activities mentioned in the planning application.

We are encouraged by the fact that this application includes uses such as Trinity House ceremonies and occasional markets, concerts and other

events, as well as car parking. The example of Beverley's Wednesday and Saturday Markets shows that, provided that parking is suspended for these events, it need not inhibit other activities, but the design needs to be flexible enough to allow room for developments such as cafés. Parking should not be so intensive as to dominate the whole square and we hope that in the long term this could be the site for the revival of a regular weekly market, around which cafés and shops can thrive, as in Beverley and other towns.

However, we also believe that at present shops in the Old Town suffer from lower footfall partly because of a shortage of convenient parking. A car park in Trinity House School yard would help to redress the balance between the Old Town and St Stephen's. We also welcome the indication that it would have access barriers, which we take to mean that users would pay on exit for the actual length of time they stay. This is both fairer and more attractive to users than Pay & Display, which requires drivers to guess how long they need and often to cut short their visit for fear of a penalty charge. A barrier for payment on exit allows people to explore the Old Town, stop at a café and enjoy shopping at leisure, returning to the car park at a time of their own choosing, having visited as many of the local attractions as they wish to.

We are pleased to see that the proposals include pedestrian access at four points: Princes Dock Street, Posterngate (for Trinity Square) and two directly onto Whitefriargate.

On consideration of all these factors, we believe the Planning Committee should approve this application, with the condition that the accommodation of other events in this space should be actively encouraged and a longer-term plan for further development of the yard and the buildings facing onto the yard should be put forward.

Yours sincerely,
John Scotney

Hull Local Plan to 2030

Hull's present Local Plan, published in May 2000, has been replaced by an updated Local Plan to guide new development up to 2030. The public consultation period ends on 18th June.

Editor

Good Mark – Colin Cooper

At the Annual General Meeting in March, Colin Cooper stepped down after 41 years' service as a member of Hull Civic Society Committee. Since joining in 1973, Colin has contributed to the Society's work in many different ways, rarely missing a committee or public meeting. He was Chairman from 1985 to 1987, serving as Vice Chairman for the two previous years. Two years was the usual term of office for the Chairman at that time. Colin's interests are wide- ranging and the Society has benefited from his extensive knowledge of Hull's buildings, history, industries, transport and museums. He has always taken a keen interest in planning applications and has kept a close eye on developments in the city, both large and small.



Colin has always taken part in planning the Summer and Winter Programmes. This has involved contacting speakers and other Civic Societies to arrange visits to surrounding towns and villages. Most years we have also enjoyed walks which he has led through less well-known but interesting parts of the city. He has written numerous letters about planning matters on behalf of the Society and is also a regular contributor to the Newsletter.

While the committee will miss Colin's wise and fair and clear-sighted input to committee discussions, we are pleased that he intends to continue as an active member of the Civic Society, including membership of the Programme Sub-Committee and leading walks.

This well-deserved Good Mark was presented to Colin at the AGM in March.

John Scotney

Other Committee Changes

At the AGM in March there were more committee changes. Paul Priestley Leach was welcomed back onto the committee. He is one of my predecessors as Newsletter Editor and in the 1980s he organised rescue of the Victoria Dock bridge bell post and restored it with the help of his 6th form pupils at Cottingham High School for re-use at the Marina.

Because of pressure of work, Patrick Horton has decided to step down but we are grateful for his contribution since 2011 to the society's work in the realm of planning and architecture.

Mike Bisby has also stepped down, handing over the work of Corporate Membership Secretary to Kevin Marling. Mike, too has worked hard since he joined the committee in 2011.

Civic Society Officers and Committee 2013-14

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Corporate Membership Secretary	Kevin Marling 623955 kevin@delaneymarlingpartnership.co.uk
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Strategic Advisor	Chris Zanetti zanetti@zanetti.karoo.co.uk

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 31st August. Please note: items may sometimes be held over for lack of space.

Updating the Membership Database

Following the sad loss of Walter Houlton, our new Membership Secretary, Paul Schofield, is embarking on updating the Civic Society's membership data base. Details are purely for the purpose of contacting members and will not be shared with any other organisation.

Members are politely reminded that subscription fees for 2014 are now due. Cheques can be sent to the address below, or payment can be made through the website.

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:

Would you prefer to receive your 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 have 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 our "blind" so that recipients' email addresses remain confidential.

Editor john.scotney@talk21.com

Application for membership of HULL CIVIC SOCIETY

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

If you are a tax payer, a Gift Aid declaration can make this subscription worth more to Hull Civic Society at no extra cost to yourself. If you would like a Gift Aid form, please tick the box ☐ (Charity No 236485)

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Postcode _____

Tel. _____ Email address _____

Date _____

Please send with your subscription to our Honorary Secretary,
Cynthia Fowler, 998 Holderness Road, Hull, HU9 4AG