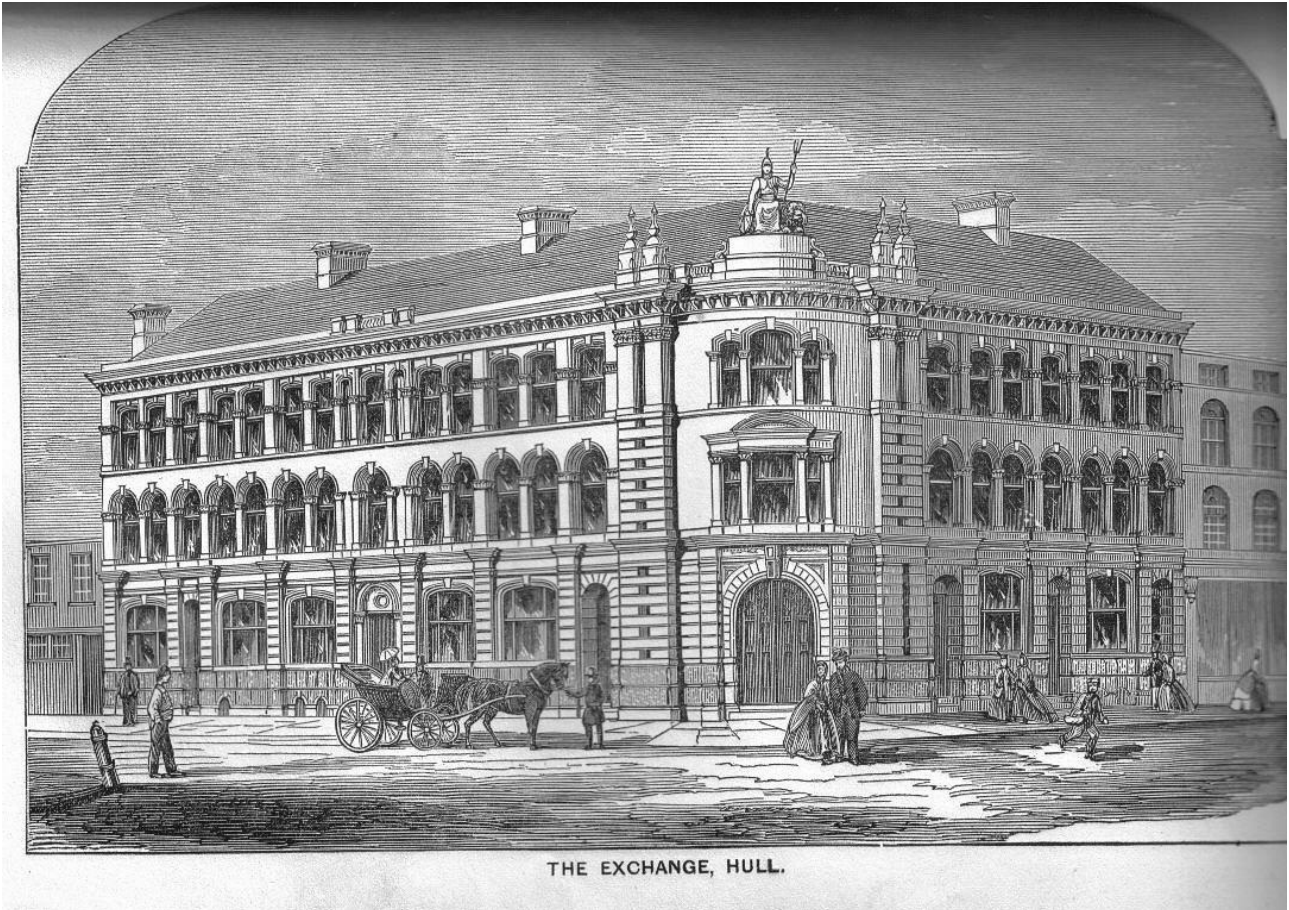


HULL CIVIC SOCIETY NEWSLETTER

FEBRUARY 2005



THE EXCHANGE, HULL.

The Hull Exchange

"The exchange will be formally opened on the 3rd of April, 1866"

Illustration from:

History of the Town and Port of Kingston upon Hull

By James Joseph Sheahan (2nd Edition, June 1866)

In this issue: New Address for Hull Civic Society, Programme, Island Wharf Visit Remembered, May Newsletter, Chairman's Report, Revitalising the Fruit Market, Castle Street Update, Hull Nautical College 1946-76, The Renaissance of Hull (4), Housing in Hull, East Hull Revisited, North Bridge Closure (7th March), Planning and Buildings, List of Officers and Committee Members 2004-5.

New address for Hull Civic Society

Following Hull University's acquisition of Oriol Chambers for a research institute, our Honorary Secretary, Ken Baker, has moved his architectural practice to a new office:

Suite 25, Hull Business Centre, Guildhall Road, Queen's Gardens, Hull, HU1 1HJ

Please address all Civic Society communications to this address.

Winter & Spring Programme

Non-members are most welcome to join us for all meetings and visits.

Our public meetings are all on Mondays at 7.30 pm at the Royal Hotel, Ferensway. Other visits will be advertised in the May Newsletter, at the AGM and in the press.

Meetings and Visits

****Monday 14th March** (NOT 28th March) – Annual General Meeting**, followed by “City Treasure” Robin Diaper, Curator of the Guildhall.

Monday 6th June, 7pm – Visit to Paull – Meet at the riverside car park near Paull Fort. Guided walk by Dave Smith (Hull Local Studies Library).

Sunday 15th May, 2pm – City Centre Walk – Meet at the Cenotaph, Paragon Square. Guided tour of recent city centre developments, led by Roy Dean, City Centre Manager.

Places on visits may be limited. To give us an idea of the number of people attending, please book in advance with our Honorary Secretary, Ken Baker, telephone (01482) 224767 or 594348, mobile: 07766 654955 or e-mail kbaker@goodwin-centre.org



Island Wharf Visit Remembered

Thank you to Mr L. Lownsbrough for these photographs, taken during the Society's first visit of 2004, on the evening of the Monday 26th April.

The Society is hoping to have a return visit this spring to see the completed offices and landscaping.



May Newsletter

Many thanks to all our contributors. Please submit all items for the May Newsletter by 31st March. All contributions which reflect the aims of the society are welcome, though it may be necessary to edit them or hold them over to later issues for lack of space. Items may be sent to the Editor, John Scotney at: 126 Cottingham Road, Hull, HU6 7RZ, or e-mail john.scotney@talk21.com.

Chairman's Report

Welcome again to our New Year Hull Civic Society newsletter.

September marked the start of our winter programme and the end of the summer events. Visits to both Central Library, to view recent improvements, and Hull College's new performing arts facility both proved very popular. For the New Year we have already organised a trip to Paull and will be announcing further visits nearer the time. The winter programme of speakers started with the very topical issue of Castle Street. Peter Rawsthorne, lead officer for the Highways Agency, outlined what is planned and this sparked a very interesting debate. The Society continues to press for a tunnel. In October, an old favourite, Chris Ketchell, spoke about his work (or should that be passion?) and contribution to Local History. This gave the Civic Society an opportunity to present him with a lifetime achievers award - The Good Mark. The November talk was something very different but nonetheless interesting: an explanation of one of the City's greatest-ever engineering catastrophes – the Ennerdale Tunnel. The year ended with an interesting insight into the new Hull Truck Theatre, which will be created on Ferensway.

Elsewhere, we continue to welcome the boom in residential developments within the City Centre. This gives us all the more reason to support and scrutinise the emerging City Centre Planning Guidance. We also continue to champion good design with our enthusiasm for the Humber Centre for Excellence in the Built Environment (Now known as Arc); construction work on the new iconic building on Blanket Row is progressing well. It is pleasing, too, that our support for Northern Theatre has finally paid off – they have recently taken over the former School of Fine Art, Anlaby Road. It is important that we are not afraid to say what we think about key City Centre issues, notably the detailed design of a new Ferensway hotel, which we regard as poor, and the inappropriate siting of The TV Screen at King Edward Street.

Sadly, the threat to our heritage continues. Despite our (and I am pleased to say the City Council's attempts) the former Newington Dance Hall will be lost, as will possibly two pretty cottages at Argyle Street. These buildings were not listed (We tried but failed) and are not in a Conservation Area. For some buildings that do have statutory protection the future is not always that secure either. These include the former School of Architecture at Strand Close, High Flags Mill (Wincolmlee) and 25-30 Albion Street, to name a few. It's interesting to note that members of the City council's Planning Committee take this issue very seriously with some councillors 'adopting' certain buildings at risk! Indeed, we also welcome the Committee's attempts to extend the Anlaby Park Conservation Area and the designation of a new Conservation Area for Sculcoates (We proposed this a number of years ago). More practically, we are supporting the Old Town Heritage Initiative, which provides grant assistance to restore historic buildings. We are a member of its Advisory Group and have organised a seminar to discuss establishing a Building Preservation Trust. The Society has also registered an interest with Hull & East Riding Gateway (Housing Market Renewal).

Finally, I would like to thank Jean Atkinson who retired from the Committee in September 2004 as Assistant Secretary. She was greatly valued and a big help to the Society and in particular to Ken Baker, our Secretary.

Adam Fowler.

Revitalising the Fruit Market



28-29 Humber Street, an imaginative use for a fruit warehouse. (Photo by Steve Plater)

The area of Hull's Old Town south of Castle Street has long been the City Centre's poor relation. Situated between the Marina, the Pier and The Deep, it is a prime location for residential, commercial and leisure development yet it has languished for years awaiting revitalisation. Now, slowly but surely, things are happening.

With the construction of the Island Wharf office building just across the Marina, developers are turning their attention to the Fruit Market streets. A large residential development is planned for an area between Queen Street and Scott's Square (an alleyway running between Humber Street and Blanket Row despite its name). The frontage on Queen Street reflects the scale and style of the existing building on the corner of Queen Street and

Humber Street - now occupied by the Dinostar Dinosaur Experience.

A further residential development is planned for Wellington Street close to Pier Street and shop units on Humber Dock Street are being put back into use as a salon. Longer term there is even the prospect of a Planetarium on the site of the former Pepi's restaurant. Perhaps most interesting is the Centre for the Built Environment "portable building" under construction on part of the Blanket Row Car Park (well done Adam!).

Dinostar, the first privately operated museum in the city (ever?) is seeing good visitor numbers. The conversion from a fruit warehouse has been sympathetic and visitors can still see the high roof and the hole used to hoist fruit onto the first floor. Similarly imaginative conversions to the existing buildings, and the replacement of less attractive buildings, will see the Fruit Market area regain its place in the city's heart and continue the regeneration of the Old Town. To developers and those with imagination, "Come and join us!"

Steve Plater.

(Co-owner, Dinostar, 28-29 Humber Street, Hull, HU1 1TH, Tel: (01482) 320424)

Castle Street Update

On 9th July 2003, Alistair Darling, the Transport Secretary announced, "The Highways Agency has been asked to develop a scheme to relieve congestion on the A63 Castle Street and provide improved access to the port. These measures should also reduce the severance between the city centre and its waterfront. A decision will be taken in the future following this work."

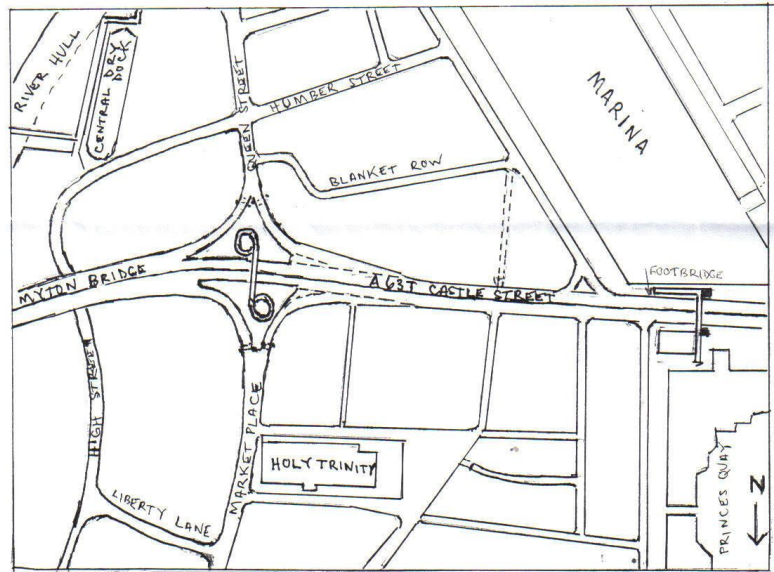
Fourteen months later, on 20th September 2004, Peter Rawsthorne of the Highways Agency told a Civic Society meeting of the progress made so far with the Castle Street scheme. Many of us were disappointed that so little progress had been made. According to CityBuild, studies have recommended increasing the width of Castle Street by a further two lanes. After consultation with CityBuild and the City Council the two preferred options being evaluated by the Highways Agency are:

- A 'cut and cover' tunnel option, which sinks the four lanes of through-traffic beneath a local access road at ground level. The cost would be £190 million. This option would provide the recommended two extra lanes.
- A pedestrian 'land bridge' with the two pelican crossings on Castle Street eliminated. This would cost £120 million.

Mr Rawsthorne explained that after the preferred option had been chosen, it would be subject to a cost-benefit analysis and would compete for funds with many other road schemes in the region. The development was not likely to take place before 2014 at the earliest.

Although the main object of the scheme was to provide improved access to the port, both options would only eliminate the present delays at the two pelican crossings on Castle Street. Docks traffic would still be delayed at the Queen Street and Ferensway traffic light junctions. It was looking as though neither option would survive the cost benefit analysis.

It was a lively meeting and there were many questions and suggestions from the floor. It was said that, if a footbridge with steps and a lift at both sides had been submitted for planning consent, it would have stood a better chance of approval than CityBuild's footbridge with long ramps. Asked about diversion routes during the construction period, Peter Rawsthorne said that one lane would remain open in both directions on Castle Street. Some did not seem satisfied with this reply. A member suggested removing right turns at the Market Place/Queen Street junction and Mr Rawsthorne said that this was being evaluated. Although removing right turns sounds drastic, it would still be a kind of all-moves junction but there would be greatly increased traffic on the route from Lowgate to Queen Street under Myton Bridge via Liberty Lane and High Street. There would be enough space on the islands between the slip roads to erect a footbridge with spiral walkways at both sides. The following rough plan shows how this might be done as a short-term solution to some of the Castle Street problems.



Walter Houlton.

Hull Nautical College 1946 – 1976

Editor's note: the following article was written as a history of the Nautical College in 1992. As it was intended to be read mainly by Mr Coates' students and colleagues, it contains many technical details of maritime qualifications. These are retained in the text, not only for the interest of readers who may themselves have been employed in Hull's maritime industries, but also to give general readers an idea of the training provided.

Origin and Early Days

In 1946 the Hull Education Authority agreed to the formation of a nautical college similar to those in other major seaports to provide tuition for Merchant Navy deck officers' certificates of competency along with courses in connection with the deep sea fishing industry taught at the School for Fishermen since 1914.

It was sited in two large rooms on the ground floor of the School for Fishermen in the Boulevard, the remainder of the building being taken up by the Boulevard Nautical School (later, the High School for Nautical Training) which had operated as a senior boys' school since 1920. Five teachers (ex-RNR and MN officers) were appointed and the school head acted as principal. Basic resources such as modern furniture and textbooks were sparse but the school roof was fitted out as a ship's wheelhouse with DF receiver, echo sounder, range-finder, magnetic and gyro-compass in working order. To add to the maritime scene, electric lights of appropriate colours were positioned around the roof's perimeter. Generally students provided their own gear (parallel rule, dividers,

Norie or Burton nautical tables) otherwise the College provided them along with Nautical Almanacs Tide Tables, Admiralty charts, duplicated exercise folders &c. For practical work sextants were available and sets of desk-top models were used for teaching the operation of the International Regulations for the Prevention of Collisions at Sea. The College maintained contact with others in the UK through the Association of Navigation Schools.

Examinations pre-1952

Examinations for foreign-going MN certificates of competency were for Second Mate (after an apprenticeship of about four years), First Mate (after qualifying sea-time) and Master (after qualifying sea-time). For Second Mate the student studied chart work, navigation, general ship knowledge, knowledge of principles (including plane and spherical trigonometry) English essay, seamanship and signals (Morse code, International Code and semaphore). For First Mate there was the addition of meteorology, ship-construction and stability and for Master the further addition of magnetic compass, business and engineering. All subjects were progressive.

Each examination was in three parts, written, orals and signals (except Master). Written scripts were marked in London and a high pass mark was required, the other parts being assessed locally by the resident MOT examiner. The examination centre was on the first floor of Burton's buildings at the corner of Whitefriargate. Since written questions were inclined to be repetitive, candidates were not allowed to remove them from the boardroom. Before entry to the examinations each candidate had to satisfy the examiner that he had completed the obligatory sea-time, passed an eyesight test and an examination in First Aid. Examinations were held monthly (in Hull).

Aside from fishing certificates (Skipper, Second Hand) and courses for deckie-learner and bos'n's where the intake was recruited locally, students for Merchant Navy certificates came from far and wide, their choice of college being dictated by its reputation for passes! Thus Hull teachers were faced with competition from other colleges, especially from the long-established Trinity House Navigation School and private tutors.

The repetitive nature of the written questions at this time favoured cramming and a firm of nautical publishers produced a popular book – “The Self Examiner for Masters and Mates” - alleged to contain some of the questions set at the examinations. Teaching was informal, pragmatic and mainly on a tutorial basis with a flexible timetable since students arrived at varying dates and remained for varying periods of time, determined by shipping company requirements. Academic attainment varied widely, few having any GCE passes, but students were eager to learn and once over the Second Mate hurdle, most were able to return and pass for First Mate and Master without too much difficulty.

Expansion and Technological Change

In 1950 the College moved into five pre-fabricated classrooms in the School yard and a catering unit was included to provide training for trawler cooks. A wooden hut adjacent to the School gates was utilised as a classroom for the instruction of trawler engineers. Two years later the MOT, responding to technological changes in the form of radar, hyperbolic navigation, gyro-compass &c affecting the merchant and fishing fleets, revised their syllabuses to include mathematics for Second Mate, electricity / radio for First Mate and Master.

Radar was an undoubted boon but misuse and misinterpretation spelt danger. To remedy this the MOT set up a Radar Observer course of two weeks' duration leading to a written and oral examination, set and marked by the college. A certificate would be awarded to successful students. Hull was one of the colleges selected to run this Course and a radar station was set up on the riverside to the east of St. Andrew's Dock.

As time progressed this course became compulsory, was extended to three weeks and adopted a multiple-choice format for part of its written examination. Later in this decade, to reinforce the competence of marine radar observers, the Hull lecturer assisted in the design of a radar simulator (one of the first in the UK) to test the ability to handle a ship solely in radar contact with other

vessels and landmarks. The simulator was installed back in the old School building and a one-week course provided, which again became compulsory.

Regarding the other aids to navigation, a few gyro-compass courses were held by company requests but the gyro-compass and all other electronic aids were incorporated into the examinations. The signals part of the examinations was extended to include a candidate's ability to take accurate DF bearings of radio beacons and interpret CONSOL signals. Semaphore was eventually dropped. To cope with these changes, nautical colleges appointed, for the first time, to their staffs non-seafaring graduates in mathematics and science. Hull was no exception.

Extra Master and Pre-sea Training

The fifties saw expansion at each end of the courses' spectrum. At the upper end an Extra Master course was started. Success in the examination led to a certificate which was not one of competency but a test of superior knowledge used as a yardstick for the promotion of MN deck officers to prestigious posts e.g. civil service, shipping industry management, teaching (where the qualification counted as a pass degree for salary purposes) &c. There were nine papers in all, divided into two parts which could be taken separately. Part A covered commercial and legal knowledge with insurance, ship construction and maintenance, chart construction and marine surveying, meteorology, oceanography and economic geography. Part B covered mathematics, physics, mechanics, naval architecture, electricity, compass and navigation. For course work the candidate had to submit a chart that he had personally constructed. A high pass mark was demanded but referral in one subject per part was permitted. There was also an oral examination.

The work required would extend over at least one academic year. At Hull the course ran for twenty years with over thirty successes out of which four students gained the Griffiths award and an RSA silver medal for highest marks in the UK. Some of these went into teaching and ultimately about half the College staff (including the vice-Principal) were former students. Space for the course and an expanding library was procured by the removal of the fishing section to premises next door in St. Wilfred's Church Hall.

In the hope of raising the academic level of entrants to the Second Mates' course, a one year pre-sea course was started for boys recruited locally with good educational background. Starting in the old School building, later courses moved into three new classrooms alongside the School yard. English and science specialists were appointed and the course flourished, with many boys (cadets) coming from out of town. This led to an accommodation problem until houses from the Sailors' Families Association at Newland became available. A resident warden was appointed. Cadets received practical training in the form of manual seamanship, boat work, sailing on Welton Water and swimming. For a time they participated in the DEA Scheme.

In 1970 the recently-published Rochdale Report on the Shipping Industry recommended that the image of the MN officer should be improved by providing him with a recognisable qualification. As a result the profession was brought into the existing Ordinary and Higher National diploma and certificate scheme under the broad heading of Nautical Studies.

The pre-sea department of the Hull College was selected to run a course leading to an Ordinary National Certificate in Nautical Studies. This was to be a three-phase sandwich course with GCE O-level entry. The middle phase would be a period at sea as a navigating cadet, College contact being maintained through a compulsory correspondence course. The final examination paper would be set by the College but externally monitored. An advantage of the scheme was that a successful student gained exemption for the first time from non-nautical subjects of the MOT certificates. Also their period at College enabled them to obtain the essential Radar Observers' Certificate. The College achieved a high reputation for this course although it suffered somewhat from a lack of large company sponsorship and purpose built hostel accommodation.

At this time the First Mate's syllabus had a further injection of electronics namely AC theory and elements of radio communication including basic valve, semi-conductor diode and transistor circuits. After a few years this proved to have been a mistake and was withdrawn since students

were spending too much time absorbing technical detail to the neglect of essential nautical work. A physics paper was added at Second Mate's level.

The New College

The start of the seventies saw the design and building of a new College in George Street which was officially opened in 1973 at which time the High School for Nautical Training closed (the adult section of the Trinity House Navigation School had already transferred to the Hull College in 1972). Adequate space was provided in the new building for classrooms, administration, staff and student common rooms, staff workrooms and a library. On the specialist side it had science laboratories, radar equipment, bridge simulator, manoeuvring tank, boat-building and engineering workshops, kitchens, refectory, gymnasium, lecture theatre and canteen.

In 1973 the Council for Academic Awards (CNAA) approved a B.Sc. Degree course in Fishery Science at the Plymouth Polytechnic and the Hull College was invited to service the Fishing Technology part of the degree. By this time mainstream courses had fixed entry dates and ran for two terms. In the MN section numbers multiplied, requiring a doubling and sometimes tripling of classes, but in the fishing section, trawler officers' classes declined due to recession in the industry.

Many ancillary course were offered e.g. correspondence, induction, fire, hazardous cargoes, home trade master and mate, pre-sea courses for foreign students and navigation simulator. Evening classes were conducted for yachtmaster (coastal and ocean), compass adjuster, boat building and, in the summer, practical sailing, Teaching staff numbered thirty eight, servicing about thirty courses on the average.

In 1976, after much discussion, the College opted to combine with four other City colleges to form the Hull College of Higher Education (later the Humberside Polytechnic).

Aftermath

The work of the former College continued within a department of the new complex. In a further update, the MOT allowed examination papers to be removed from the boardroom and the basic titles were renamed: Class 1 (Master), Class 2 (First Mate), Class 3 (Second Mate) and Classes 4 and 5 covered restrictive requirements such as home trade mate and master.

With the increased resources made available by the merger, a Hull B.Sc. Degree in Fishery Studies was approved by the CNAA in 1981, but later in the eighties, due to the decline in the UK Merchant Fleet all training for certificates of competency in deck and engineering categories ceased. (*First published 19.2.1992*)

G. Derrick Coates

Former Head of Senior Section, Department of Nautical Science, Hull Nautical College.

The Renaissance of Hull - Comments on the Draft Master Plan – Part 4

In September 2002, John Netherwood produced a 40-page comment on the Draft Master Plan, published the previous month. The following is part 4 of our summary of John's comments.

The Shopping Streets of Hull

While the centre of the city stands comparison with most places now in terms of retail choice, expensive shop fronts, elaborate and colourful signs, etc, the same is not true of our radial shopping streets leading from the city centre, which contain local small traders and specialist shops. Many look run down, with shops that are empty or in a poor state of repair. In most cases the paved areas themselves are also very tatty. Compared with our continental neighbours, we attach relatively little importance to the quality and interest of paved areas. Fortunately, there have recently been some good improvements, for example the Spring Bank project.

One of the main problems is that many of the individual businesses are only marginally profitable and struggle to keep open at all. This is often due to overheads out of all proportion to the revenue they can generate, yet without all these specialist shops, we are denied choice and the cityscape

suffers. Empty shops create a blight on other shops and the surrounding residential streets and give a downtrodden appearance to our city.

An imaginative project is required to improve their appearance and, in the case of new shop businesses, to help them to survive the difficult early stages. I understand that in parts of London new start-ups do not pay any rates for the first six months' trading. Having run a small business on Princes Avenue for several years until relatively recently, I am sure that the rateable values of the premises are far too high; rents have come down considerably over the past few years to reflect the difficult trading conditions on the fringes of the city centre and the competition from multiples, who in some cases can sell goods for the price small shops have to buy them for. Could there be a campaign championed by CityBuild to reduce shop rateable values to a more bearable level?

If shops were better able to survive, there would be other economic benefits. They would be better maintained and fewer would be empty and the attendant blight inflicted by empty shops on adjacent residential streets would in turn become less, so that the district would begin to attract residents who have chosen to live there, rather than having been placed there out of necessity.

To come: Street-scene Ugliness, The Pioneering City, Sculpture, The City Cable Car.

Housing in Hull

When I was 17, in 1945, I heard Councillor Leo Schultz say how disappointed he was that the Labour Party had not included the nationalisation of land in its election manifesto. However, he said, by using the compulsory purchase provisions of the 1944 Planning Act we should be able to eventually get all the land in Hull owned by the City Council.

The policy was scrupulously carried out. Many owners of bombed shops in the City Centre wished to rebuild but the land was compulsorily purchased and leased to property developers. In about forty years time when the leases expire, these shops will be owned by the City Council. Ford investigated Hull as a site for a car factory but the City Council was only prepared to lease a site. Ford wanted a freehold site and decided to go to Liverpool. Other businesses interested in Hull made enquiries to the Council's Department of Industrial Development. Some also decided to go elsewhere when they were told that the City Council was only prepared to lease the site they had chosen. If the City Council had sold sites to these firms, Hull would probably be more prosperous today.

High ground in Hull near Saltshouse Road was compulsorily purchased and council houses built. Some of these are Caspon houses, which the Government appointed Gateway Pathfinder would like to demolish although it is treading warily. If this land had not been compulsorily purchased, it is very probable that good quality private houses would have been built on this top quality site near the Sutton Park Golf Course. Hull's doctors and solicitors would have been interested in buying newly built residences in this area. Leo Schultz's land municipalisation policy encouraged high earners to live outside the City.

The Corporation's land municipalisation policy was not completely successful. Harold Needler beat the Council to it and bought land from a farmer at Sutton Fields. Planning permission was refused but Needler successfully appealed and private houses were built on the site.

East Hull was once dominated by council housing but now, because of the generous right to buy scheme, almost half of the houses on Greatfield, Ings and Longhill estates are privately owned. Citywide the City Council now owns fewer than 36,000 of Hull's 112,000 dwellings. Gateway Pathfinder believes that, if Hull's population continues to decline, a net reduction of 5,000 dwellings over 15 years is needed to correct the local housing market imbalance. If the Government provides the funds, over the next 15 years they would like 12,000 dwellings to be built and 17,000 demolished across all tenures. Some of those demolished would be council houses. Many of the new houses would be on freehold sites. Leo Schultz would not have approved of this.

Walter Houlton

East Hull Revisited

Much activity continues to centre around East Park, where the £7.2 million Park Improvement Programme, jointly funded by the City Council and the National Lottery Fund is now in full swing. The Animal Enclosure (AKA the Deer Park), seen in its early stages by members at the June 2004 visit, is now formed and landscaped and the old playground, on that site since the early days of the Eastern Extension of the park, and the Lido site have now been cleared to make way for an Animal Education Centre and Farmyard, for which detailed planning permission has been given. It is hoped to move the animals into the area in spring 2005. Elsewhere, the new "safe" children's playground to the west of the water chute is open and new bowling greens are ready for planting. The ornamental footbridge over 1913 Ferens Boating Lake is shortly to reopen and all of its missing masonry has been replaced or refurbished. It is hoped it will soon be a feature on publicity photographs of the park as it was in the 1960s. The provision of CCTV and new improved security and lights will be introduced to the park for the first time and should ensure that leisure facilities can be enjoyed by people in the 21st century in a similar way to during its heyday before decay and neglect were allowed to take over.

229 new houses are to be built on a "brownfield" site at Kingswood. Barratt of York has acquired 17 acres in this area, which is designated as "brownfield" despite its heavily wooded appearance, since it screens the disused Yorkshire Water pumping station, which I believe has been rendered obsolete by improvements to Hull's Waste Water Disposal System. To be called "Waterside Park", it will be interesting to see whether the design of the Riverside Apartments is modern or has the almost obligatory "dockside warehouse look" with dummy loading doors, winches etc., as can be seen lower down the river (at Trinity Wharf, for example). We await further news with interest.

Old cinemas are in the news throughout the city. Sadly, the disused Berkeley, one of Hull's only two "traditional" post-war cinemas, is being demolished and the Greenwich Avenue site will have new flats with shops below. This is good news for a rather neglected part of Bilton Grange. Opened in November 1956, it served until temporary closure in 1959. It reopened later in 1960 and staggered on shakily for a few years (to September 1967) and was latterly used as a bingo club. It, together with the Cecil in Anlaby Road represented the only new cinemas to rise after the war although six had been destroyed by bombing. It was a reasonable 1950s design, but lacked the style and flamboyance of many earlier cinemas in the city.

Still alive and well, despite closing as a cinema a year before the Berkeley, is the Royalty in Southcoates Lane (closed 1966). Despite many years as a supermarket and now a carpet warehouse, it still retains some cinema features inside. It is noteworthy as the last survivor of the "Hull Royal Family" of cinemas owned by Hull City and Suburban Cinemas Ltd. These were the Rex on Endike Lane, opened in August 1935, the Regis on Hessle Road, opened September 1935, the Royalty, opened August 1935, (what a frenzy of building!), the Beverley Regal, a cinema and ballroom complex and, of course, the magnificent Regal in Ferensway. The latter has only recently been bulldozed to make way for a boring glass-roofed shopping mall that may please a few shopaholics, but at what cost to the city's traditional shopping areas such as Whitefriargate? But that is another matter!

With losses of former cinemas elsewhere in the city, it is good to see that the Astoria on Holderness Road (built 1936) has had a facelift with new doors and stylish Art Deco portico. As the last cinema building in East Hull in anything like its original state, surely it is a candidate for listing in the future.

Conservation areas are often in the news and the Marfleet Conservation Area is to be enlarged. Two areas are to be added, one of particular interest to the east of St Giles Church. This is an open area and is the remains of the medieval open field system (enclosed under an act of 1763), which once surrounded the village. The field is significant, as it preserves the last part of Marfleet's agricultural setting.

A Victorian structure which now seems to have a more secure future is the old winding house on South Bridge road, Victoria Dock. This is one of only a handful of surviving buildings which show the visitor that it was once a busy commercial dock and shipbuilding centre. A grant from the Lottery-backed New Opportunity Fund should help to pay for the retention of this important building and almost the last reminder of the huge local shipbuilding industry situated in this area until the 1930s. The City Council have granted a 125-year lease at a low rent to ensure its survival for use by a community group known as "Aspire", who are based in that part of the city. Some community use such as a church, café, museum, or even a combination of all three, is envisaged.

The winding house and slipway were part of Humphrey & Pearson's yard; they were builders of iron ships from 1865 to 1875. On closure, it became a repair yard of the Hull Dock Company and on demolition of an adjoining smaller slipway in the 1970s the slipway winding engine (built by Morton of Leith in 1866) was rescued and given to Hull Museums. It is currently on display on the Marina Walkway, but perhaps one day it could be repatriated to Victoria Dock, in the winding house, in a similar manner to the watchtower from the former citadel, formerly in East Park and now back on the dock.

A former East Hull branch of the Midland Bank, latterly used by Mencap, is now being converted into a public house called "The Vaults". It is number 51-53 Witham and was built in the early 1950s to replace a bank of similar appearance lost during World War Two.

Nearing completion is the restoration of Annison's, nearby. A cause for concern by the Civic Society for many years due to its state of disrepair and proposals for an eastern section of the city's "Orbital Road Box", which would have meant its demolition, it represents an almost unique example of a city livery stables and coach house, with shops and commercial premises below the stables. A full 4-part history written by Chris Ketchell appeared in our 1992-4 Newsletters. Spot listing by the Society and other local conservationists in 1993, it prompted the headline in the Hull Daily Mail "Tatty stables delays important road improvement link" (or words to that effect). It is hoped that they will eat their words when they see the beautifully renovated façade, now restored to its early 20th century appearance to provide several new shop units.



Photo: by kind permission of Hull Daily Mail Publications

North Bridge (1931), another listed structure opposite Annison's and the gateway to East Hull, is, as every reader of the Hull Daily Mail letters pages knows, to close for eight months for essential maintenance work. This will, of course, cause traffic chaos and jams in Witham and George Street. However, traffic jams in this area are not new. The one in the picture was in September 1961. Sadly, we shall not see such a magnificent line-up of trolleybuses today, all halted near the bridge approach. However, the slowness of traffic will at least give commuters time to observe some of the developments taking place in

East Hull. (To be continued.)

Colin Cooper.

North Bridge Closure - 7th March for Eight Months

The Society is particularly worried about the effect of making Wilberforce Drive (across the front of Hull College) one-way southbound; the closure of a 200 yard northbound section of road will force traffic from East Hull bound for the New Theatre, Hull College and other places in this corner of the city centre to divert via Castle St, Ferensway and Freetown Way (about 1½ miles further) adding unnecessarily to congestion. Our representations have not yet received a reply.

Full details of traffic arrangements are in the February edition of the City Council's magazine "Hull in Print" (available at the City Information, Central Library, if you are not in the delivery area) and on the City Council Website.

Planning and Buildings

Old Town

In January, Hull University received listed building consent to convert the listed Victorian office block, Oriel Chambers, 27 High St, into a research centre. The previous business tenants included our Honorary Secretary, Ken Baker.

The former juvenile court at the corner of Bowlalley Lane and Lowgate (Hull stock exchange 1865-6 by Wm Botterill), has a new use at last, as the Barracuda bar. The conversion has been very sympathetic, retaining the original curved doors and staircase balusters. With the bar placed along the north wall, the public area is a large hall, as it would originally have been. The fine barrel-vaulted ceiling has been painted to emphasise the decorative plasterwork. The retrospective application for the sign above the main entrance was, however, refused in February.

Weth Estates' Conversion of Victoria Chambers, Bowlalley Lane, into 12 apartments appears to be complete. More conversion schemes have been approved for 8 Dagger Lane (offices into 6 flats) and 27-28 Silver St (6 flats in upper storeys).

The southern Old Town is becoming another popular residential area. A scheme for the Pilot Office (6 apartments) was submitted in September, a rather attractive new 3-storey block of flats on the north side of Wellington St, replacing Ryhill Growers, was proposed in October and in December came plans for town houses, flats and a shop at 9 and 10 Humber St. Consent was also given to demolish 24 Humber St and the Consolidated Fruit warehouse and former post office at the corner of Queen St and Blanket Row to build 47 apartments and 7 town houses. Although the area has recently lost three pubs (Pepi's, Portside and Baltic Wharf), approval was given in February to convert 19-21 Blanket Row, a vacant potato warehouse, into a new pub, despite planning officers' recommendation for refusal. Access to the area will become easier when Wellington St Bridge across the Marina lockpit reopens to road traffic after being closed for more than 20 years. An application for re-decking and renewing the railings was approved in February.



Left:
52 High St

Right:
53-61 High
St.

Photos:
JD Scotney.



At 52 High St, once very much at risk from neglect, the front and middle buildings have been re-roofed, and restoration of the 17th century warehouse at the rear is now progressing.

The eastern side of High St, overlooking the River Hull, is a popular location for dwellings. In the development by Evans of Leeds opposite Liberty Lane, a third block of new flats, next to

Church Lane Staith (59-61 High St) is under construction. The other two blocks (53-58) are occupied. Between these and Myton Bridge (63-71 High St), Kingsmead Homes has submitted an attractive scheme for an 8-storey block of 128 flats, much improved on the previous developer's scheme. Weth Estates' redesigned 9-storey block of 100 flats at the corner of Alfred Gelder St and "Little" High St, next to Drypool Bridge was refused planning permission on 2nd February. As on the first occasion, much was made in the press of Weth's disgust at the city turning away investment. While the flats were no bigger (seen from Alfred Gelder St) than the industrial buildings on the opposite side of the river, the real objection was that it would have been completely out of scale with "Little" High Street's Georgian and modern domestic-scale houses, totally overshadowing the Grade 2* Blaydes House. The developer had disregarded planning guidelines for the site and, had the Planning Committee approved, it is likely that English Heritage would have asked the Secretary of State to overturn the decision. Of course investment is welcome, but Hull's historic heritage is an important asset as well and has to be safeguarded.

An application for a 4-5 storey block of 33 flats at 2-5 High St (just north of Blaydes House) has yet to be decided, but is much more in scale and would fill the gap in the building line created when buildings were demolished in the 1970s to create a yard ("Alexandra Wharf") for parking Post Office vehicles.

City Centre

The area between Freetown Way and Queens Gardens, sometimes called the "Georgian New Town" is reverting to its residential origins. The location, close to shops and the city centre is ideal. Kemley House, the vacant office block which faces onto Prospect St, Spencer St and Ferensway, is receiving new panelling and windows during conversion into flats. Nearby, Barrett's have two apartment schemes on the south side of Wright St: one (71-76) involving conversion of the former



Wright Street - Windsor House furniture store in foreground, Gas Board warehouse beyond. (Photo: JD Scotney)

Gas Board warehouse (34 flats), was approved in September and the other, a new 4-storey block of 30 flats on the site of Windsor House furniture store 77-81) was approved in December and work has just started. Westbridge Homes are building 15 flats on a small site on the north side of Wright St and two 3-storey blocks of 24 and 18 flats on the site of Hull Antiques Centre (formerly a gas board warehouse) on the north side of Baker Street, both approved in February. Another new block of flats, almost finished, is Freetown Court, on Egginton St (just north of Kingston Square, overlooking Freetown Way). Things seem to be moving again at Unit 3A of the Maltings, the part of the former Hull Brewery overlooking Jarratt

St. It is displaying "Sold" notices and at the beginning of February a further application was submitted by Wyke Developments for structural alterations and change of use - to offices rather than flats as originally approved. Whether this is a precaution in case the market for flats recedes or the sign of a definite commercial use remains to be seen. There is still no shortage of proposals for flats: in December there was an application to convert Unit 1 of the Maltings into 8 flats with a restaurant on the ground floor. Nearby, a firm called Garden of Eden was refused permission in January to demolish the 3-storeyed 11A & 12A Grimston St to build new flats on the site. Weth Estates' conversion of 94 George St into flats was approved and began in February. A proposal to create 3 one-bedroom apartments in the upper floors of the former Gas Showroom at the corner of Prospect St and Story St (Yankee Land café) was approved in December, followed rapidly by an alternative application to turn them into a hotel.

In October, the large TV for King Edward St was also approved. I suspect we were not alone in voicing our objections!

Ferensway Development & Paragon Station

Many will be sorry to see the closure (and subsequent demolition) of Beverley House, headquarters of Northern Foods, on 24th June this year, marking the removal of a major employer to Leeds and the loss of about 300 jobs from this city.

Revised designs for the two-storey travel centre at Paragon Station and the new hotel in Ferensway were approved in October; we were disappointed at the unimaginative design of the hotel. An application for a block of 68 apartments between Spring St and Hall St was approved in January. Also in January an application to extend the 5-years listed building consent for alterations to Paragon Station for a further 2 years was approved after much discussion. Paragon House and part of the north wall of the station would be demolished in about 18 months' time. By mid-December the bus station canopy and buildings had gone and most of the other sites of demolished buildings had been fenced off. Demolition of the Albemarle Music Centre (built as a youth club in the 1960s) started at the beginning of February.

The developer, ING, are planning to sell the development, complete with all the tenancies negotiated, to British Land, the property company that owns Meadowhall.

West Hull

Refurbishment of the former Tower Cinema (1914, H Percival Binks) was externally complete by early January, but the green domes are missing at the moment. The section of Osborne St west of Ferensway is another district where housing is being improved, with a row of three shops converted recently into three attractive houses. The striking new neighbourhood centre opposite the shops on Walker St is now at an advanced stage. The Coxwain, a disused pub next to the shops, has now become the Goodwin Club, run by the local community. These developments, together with the employment of community wardens, is helping to improve the residents' environment on the Great Thornton estate. An application by the Boulevard Baptist Church to build a 3-storey block of 9 flats on the vacant land at the corner of Gordon St and Boulevard was approved in October, a welcome step in the process of upgrading this fine Victorian avenue. The Alexandra Hotel on Hessle Rd, listed and noted for its splendid tiled façade, received approval in January for an extension to provide new bed & breakfast accommodation. Permission was given in February for the listed fish-smoking houses at Cawood's former kipper factory, now owned by Atlas Caravans, to be modified for storage use. We were pleased at Atlas Caravans' positive aim of conserving and re-using them.

The revised design of the De Vere hotel at Priory Park was approved in November. We had written in support of this application. An extension of Hessle Rd police station onto land designated as a play area for Summergroves residents was refused in February.

The performing arts courses moved from Hull College's Riley site to the new Horncastle Building at the Queens Gardens site in September and now only the ground floor of the old Riley Technical High School is in use. Approval in January for the new motor vehicle training facilities at Cannon St (see under North Hull), means that the large Riley site will be available for redevelopment after the end of the summer term. The city council is already drawing up specifications for new development, with access from Spring Bank West.

East Hull

Barratt's application for a large housing development of 235 dwellings north of the Ennerdale sports centre between the River Hull and Thomas Clarkson Way was granted in December. It is on green land formerly used by Yorkshire Water and therefore technically "brownfield". In another housing development, between Sutton Rd railway bridge and Tweedykes Rd, a total of 75 new houses will be built on what was originally designated as urban greenspace in the draft local plan.. East Park's new pavilion was approved in October. We objected to Jordan's proposal to extend their car sales area across the southern end of Holborn St, which forms part of the National Cycle route to Hornsea, and is the safest way for cyclists to get from Witham to the start of the off-road cycle track from Spyvee St along the line of the filled-in drain. Permission was refused in November.

For more details of East Hull developments, please see Colin Cooper's article, "East Hull Revisited".

North Hull

The modified application for a 137 apartments for 566 students at Anderson Wharf in Wincolmllee was approved in December. In January, Hull College's scheme to build garages and training rooms on the site of the Hull & Barnsley Railway's Cannon Street Station, for the motor vehicle courses currently at Riley, was approved. The old railway goods office will not be demolished before a listing request is determined by the Dept of National Heritage. It was suggested that the gates bearing the initials H&B should be handed over to the museums. The college hope to use the site from September 2005.

Decisions are awaited on three developments on prominent sites immediately north of Freetown Way. A 4-storey block of 15 flats is proposed for the site of the Rose (demolished last year) at the corner of Caroline St and Sykes St, two 3-storey blocks (28 flats) are proposed by Kubex for the disused Good News Travel depot next to the former Crown Brewery offices of Moors & Robsons on Francis St and Humberside Police are proposing to build a Local Police Team base on the car park between Francis St and Freetown Way.

The former School of Architecture off Strand Close (Blundell St School, Wm Botterill, 1878), having suffered much unwanted attention by local pyromaniacs, is being re-roofed, is protected by stout metal fencing, and in October an outline application was submitted for two 3-storey blocks of flats at either side. Another disused listed building in the area is Trafalgar St Church, Beverley Rd, (originally Baptist, by Geo Baines & Son 1904-6). In



Former School of Architecture.
Photo: JD Scotnev

January, a scheme was put forward by Trafalgar Street Studios to convert the church into a theatre, recording studios with meeting rooms, bar and restaurant. We hope this venture succeeds; finding new uses for disused churches is notoriously difficult! A surprising application was submitted in January for change of use of 95-97 Beverley Rd (Shapes Club) into 10 flats. In Sculcoates Lane, work on the Needler's site is progressing rapidly and permission was granted in January for 12 flats on the site of the old Newland United Reformed Church (480-498 Beverley Rd), superseded by the adjacent church hall. Newland House at the corner of Beverley Rd and Beech Grove is now refurbished, though neither the flats nor the three shop units flanking the house are occupied yet. Domino Pizzas will be a tenant of one unit. Next door, on the site of the former Turnpike pub, the new Lidl store is nearing completion. Road works to ease the impact of additional traffic on Cottingham Rd are in progress.



Newland House
Photo: JD Scotnev

Hull Community Church on Cottingham Rd received approval in February for a new two-storey church on their present site replacing the former German Lutheran church (1967-8, R.H. Rosner). Trinity Methodist, at the other side of Newland Ave, will receive new railings as part of the Newland Avenue paving and lighting scheme currently in progress. Work on the lift shafts of the corner blocks at Hull University's new Business School (formerly University of Lincoln) is in full swing. The new Rix filling station and Costcutter convenience store next to Chanterlands Ave bridge opened in January. Jackson's bakery have submitted a conservation area application to demolish the three disused shops at the outer end of Spring Bank (233-237) intending to replace the front with a brick wall and use the space for extra storage.

I am very grateful to Walter Houlton for his monthly reports on the decisions made by Planning Committee meetings and to the staff of the City Council's Planning Department who, as always, have been very helpful. Most of the architectural information is drawn from N. Pevsner & D. Neave's book *The Buildings of England: Yorkshire - York & the East Riding* (1995).

John Scotnev.

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