

# HULL CIVIC SOCIETY NEWSLETTER

JANUARY 2007



**Wilberforce House and High Street**  
(from 'Bromby's Views of Hull' postcard)

***In this issue:*** Donald Campbell - Vice President, Programme, September Newsletter, Putting the E- into Civic Society! Chairman's Report, Remembering the Children from Spain's Basque Country, Castle Street Update, Newington Health Centre, The Changing Face of Ferensway, Quay West, So you think you know Hull, Planning and Buildings, WISE Activities in High Street earn a Good Mark, Readers' Letters, May Newsletter, Civic Society Officers and Committee 2006 – 2007.

## **Donald Campbell, Vice President**

Donald, founder member of Hull Civic Society and Secretary from the 1960s until 1993, and his wife Brenda, are moving to Castle Douglas, Scotland, to be near to their children. Unfortunately, a few weeks before the move, Donald suffered a series of falls, which put him in hospital. He has since made a partial recovery and was transferred by ambulance to Scotland. At present, he is living in a care home, but we hope that his condition improves so that he and Brenda can enjoy their new bungalow together. We send them both our very best wishes.

### **Programme 2007**

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

#### **Meetings**

*All meetings will be held on Mondays at 7.30 pm at the Quality Royal Hotel, Ferensway.*

**12<sup>th</sup> February: “Planning”**, Councillor John Fareham.

An opportunity to hear the outspoken views of a witty and entertaining speaker on a subject of special interest to members of the Society.

**12<sup>th</sup> March: “WISE, (Wilberforce Institute for the Study of Slavery and Emancipation)”**, Prof. Mike Turner explains the work of an internationally important institute, based in Hull.

**2<sup>nd</sup> April: A.G.M.**, followed by **“Townscape Heritage”**, Joanne Byrne.

An illustrated talk about how Hull’s best-loved buildings and street-scenes are being safeguarding.

#### **Visits**

**Sunday 25 March, repeated Sunday 15 April: City Coach Tour - Fare £5**

*Meet: 1 pm, Queens Dock Avenue (opposite large fountain) Another opportunity to see at first hand the latest developments. **Advance postal booking (with payment) essential – see booking form.***

*To give us an idea of the number of people attending other visits, 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](mailto:kbaker@goodwin-centre.org) or by post, using the booking form.*

**Monday 30<sup>th</sup> April: Sutton Exhibition and Resources Centre (Advance booking essential).**

*Meet: 7 pm, at the former school, Church St, Sutton on Hull.*

Our hosts will be Merrill Rhodes, Schools Liaison Officer for the Sutton & Wawne Team Ministry and her husband, Peter.

**Wednesday 16<sup>th</sup> May: East Park**

*Meet: 7 pm at the main entrance gates, Holderness Road. This is an opportunity to see the completed improvements which were described during our visit in 2004.*

**Sunday 24<sup>th</sup> June: Howden (Advance booking essential).**

*Meet: Howden Market Place 2 pm. Guided tour by Howden Civic Society.*

**Monday 9<sup>th</sup> July: Hull in Bloom Old Town Walk**

*Meet: 7 pm, at Queen's Gardens large fountain, Queen's Dock Avenue.*

Walk led by Andrew Wilson, Horticultural Manager, Hull City Council, during which you will be invited to help to judge the floral displays in the Old Town section (sponsored by Hull Civic Society) of the Hull in Bloom competition.

### September Newsletter - Picture Quiz

It has come to my notice that some copies of the September Newsletter were sent out minus page 14, which had the answers to the Picture Quiz. This was caused by an error in the printing process, rather than a product of the editor's warped sense of humour! Please accept our apologies. In case you were the recipient of a defective Newsletter, we enclose an extra copy of page 14 of the September edition on the back of the Visits Booking Form. If you have already discarded or mislaid your September Newsletter, you may now enjoy the challenge of remembering the mystery pictures to which these are the answers!

Editor

### PUTTING THE E- INTO CIVIC SOCIETY

It may seem a little surprising that an organisation dedicated to preserving what is best from our past should be looking at ways of embracing what is best of the 21<sup>st</sup> Century, but this is exactly what we at Hull Civic Society are trying to do.

The committee of Hull Civic Society are constantly looking for ways of improving the service we give to our members, of trying to make the work, the aspirations, the successes and even the disappointments of the Society more accessible to members, and therefore give members more opportunity to become more fully involved in what we are trying to achieve.

We are pleased, therefore, to announce that we are going to have a crack at issuing a regular "e-newsletter", keeping members up to date with what we are doing, and offering members links to other sites and organisations with aims and aspirations similar to our own.

This e-newsletter will in no way take the place of our regular printed newsletters, which so many of you seem to enjoy reading, and which can go in more depth into the issues in which the Society is involved. Instead, it will, we hope, complement the printed newsletter with shorter "briefings" on issues, and, being published (is that the right word?) on a more regular basis, it will keep members more readily informed on what is going on NOW. It will also, we hope, become the basis of a forum for members to be able to put forward their own views, and become, as is happening in so many other spheres of interest, a "chat room" for all those passionate about preserving and enhancing our built environment. It can be a notice board for "alerts" - what is happening to such and such a building, what is coming up at Planning Meetings, etc., etc!

We do hope that members - and even non-members - will embrace this new opportunity to take part more fully in the life of Hull Civic Society, but, of course, in order to do so, we need your e-mail address! In the first instance, just drop an e-mail to the Society's Hon. Secretary, Ken Baker, and tell him what you think of the idea. That way, you'll be giving us your e-mail address to use for the e-newsletter. Naturally, we undertake not to reveal this e-mail address to anyone else, and never to use it for any purpose other than the e-newsletter. Ken's e-mail address is:

[kbaker@goodwin-centre.org](mailto:kbaker@goodwin-centre.org)

Drop him an e-mail now, and don't forget to include your name and other contact details in the e-mail!

Don't forget that if you don't have a computer, you can get access to one at Hull City Libraries, and at the BBC Open Centre, Queens Court!

We look forward to receiving those e-mails and having some fun - why should the kids have it all???????

Stuart Spandler, Hull Civic "Societ: e-"

### **Chairman's Report**

A belated happy new-year to you all! October marked the start of our winter programme of talks, a month later than normal (please note the Annual General Meeting this year in is April) and at a new venue - the Quality Hotel Royal. I apologise for any member who received their notification late. Those who did manage to get to the first talk heard from Kim Ryley, Chief

Executive of Hull City Council, an honest view about the challenges that face Hull. It is important that you are put in touch with these kinds of decision-makers and I hope you will reciprocate by showing your support. In November, Chris Lamb gave an update about the work of Arc, the region's Design Centre, which fittingly led to a review of progress by Hull Citybuild for the December Talk. January saw Sylvia Yates talking about the work of One Hull – the City's Local Strategic Partnership - with Cllr John Fareham talking about his role as Chair of the City Council's Planning Committee. The final two talks pick up the timely work of WISE, to commemorate the Wilberforce Celebrations in March. We conclude with Jo Byrne and Townscape Heritage Initiative following the AGM. The Committee has set up a new Sub-Committee to review and plan speakers for next season.

We are conscious that you enjoy the Summer Programme of outdoor events so we are organising more events and starting them earlier. What better place to start than with the City Regeneration tour we ran in September, which was a sell-out! This was the first time anyone had ever organised a coach tour looking at how Hull is changing in its City Centre, Docks and Housing Pathfinder Areas. We are repeating this tour by popular demand in March and April. In April, there is a visit to Sutton Heritage Centre, followed in succeeding months by outings to Victoria Dock, Howden, Hull in Bloom and East Park. These are complemented in September by our regular Heritage Open Days. Other events may be added.

In January, it emerged that Adam Wasserman will leave his post as Chief Executive of Hull Citybuild, the City's Urban Regeneration Company. We wish him well.

A month ago, we saw outline planning approval for Quay West - further evidence that our City Centre is changing. Similarly, by the end of the year St Stephens will have opened at Ferensway. Progress, too, on the Business Improvement District (BIDS) following its formation in November. We have also been involved with Hull's Draft Spatial Strategy which envisages nine local district centres.

Members of the Committee continue to support the work of Arc – the region's design centre. If you get a chance try and get to one of their excellent public talks. Their work in schools encouraging the youth of tomorrow to think about their city is admirable. Good news, too, for our Regional Association – YHACS. Katie Stewart is now their Full Time Development Officer. With her support new Societies are emerging across Yorkshire as good practice is exchanged.

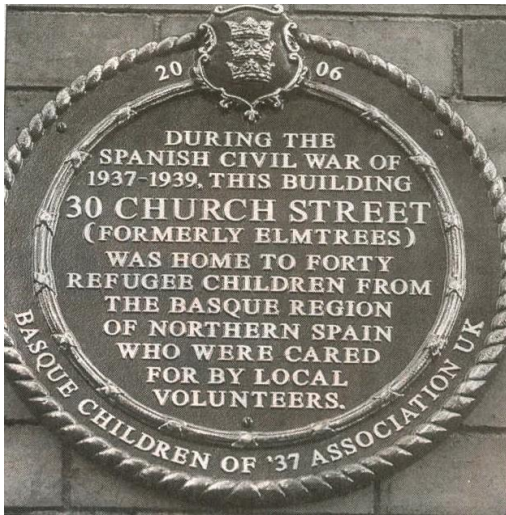
Adam Fowler

### ***Remembering the Children from Spain's Basque Country.***

On Friday 10 November 2006, John Netherwood, Ken Baker and Ian Loge, attended the unveiling of a Blue Plaque at Sutton Village Care Home, (formerly Elmtrees), 30 Church Street, to commemorate the Basque Children Refugees of 1937 -1939.

The ceremony took place in the presence of the Deputy Lord Lieutenant of the East Riding and the Lord Mayor of Hull, Cllr. Trevor Larsson. The unveiling was organised by Audrey Wardle the daughter-in-law of Rob Wardle who, in 1937, went to fight with the 15<sup>th</sup> British Brigade against Franco and his Fascist allies. He died at Calcite after being mown down by Italian tanks. Sadly her husband, also called Rob, died last year, before the money for the plaque came through from the Spanish Ministerio de la Presidencia.

After the unveiling, (due to inclement weather conditions), the assembled gathering retired to the Sutton Exhibition and Resources Centre, for speeches from the Lord Mayor and the Secretary of the Basque Children of 37 Association UK, Natalia Benjamin, who said, "Many regret not having known their parents and having missed out on family life. Many say they had their national identity taken away, neither feeling Spanish or English". Afterwards an excellent Buffet Lunch was served.



*The newly unveiled Plaque*



*Sutton Village Care Home formerly Elmtrees.*

**Ian Loge**

### ***The Experience in Hull.***

The destruction of Guernica, which inspired Picasso to paint his masterpiece of the same name, also brought 3860 children, 80 teachers, 120 helpers, 15 Catholic Priests and 2 doctors to Britain. They left for Britain on the *SS Habana* on the 21<sup>st</sup> May 1937. Each child had been given a cardboard hexagonal disc to pin on his/her clothes with an identification number and the words 'Expedicion a Inglaterra' printed on it. (*See Below*). The ship was only supposed to carry 800 passengers, and the children were crammed into it and slept where they could, even in the lifeboats.

They arrived at Southampton on 23<sup>rd</sup> May 1937 and were sent in busloads to a camp at North Stoneham in Eastleigh that had been set up in 3 fields. Immediately the Basque Children's Committee started to disperse them to homes or 'colonies'.

The first to offer asylum was the Salvation Army, who undertook to take 400, followed by the Catholic Church which took 1200 children. By mid-September, all had been relocated to homes all over Great Britain.



*One of the identity tags*



*Arrival at Southampton May 1937*

In the early days, in Hull, Sydney Priestman, a Quaker business man and philanthropist, set up the Basque Children's Committee of Hull to organize the reception and care of 22 boys and 18 girls. Two residential homes were found in the Hull area. One was a house at 34 Pearson Park, "Hazeldene", which was lent by a local builder, Robert Tarran. The other was a large mansion, "Elmtrees", in Sutton-on-Hull, owned by the Sewell family, also builders, who generously offered it as a haven for the children.

The children who arrived in Hull need not have worried about the warmth of the welcome that was offered to them, nor the hospitality prepared for them by the villagers of Sutton. As they were entirely dependent on public generosity, gifts of clothing were urgently requested. Local people were invited to visit homes or 'colonies' as they were known, on Thursday and Saturday evenings. At weekends, the children were invited to stay with Hull families, and many people got to know them well. Soon after Christmas 1937, seven of the children were able to return to Bilbao as their parents had sent for them, and their places in the 'colony' were soon taken by others.

Of the 3840 children to arrive at Southampton, 250 of them settled here permanently, including orphans as well as over-14s who chose to stay. Many of the adults who came on the *SS Habana* also remained in Britain.

**The above account of the Experience in Hull has been adapted from information leaflets of the Basque Children of '37 Association UK to whom we are very grateful.**

**Ian Loge**

### **Castle Street Update**

On 9<sup>th</sup> 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 20<sup>th</sup> 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.

### **NEWINGTON HEALTH CENTRE (opened Feb 2006)**

Built on the site of the former Plane Street Methodist Church, 1894-1997, on the corner of Plane Street and Anlaby Road.

This building is reminiscent of a 1930's Arnos Grove London Underground station that has 'grown up'. It is a community asset for the nature of its external appearance alone, despite the importance of the function of those services provided within.

The overall effect is like a big hinge - left open at right angles. The fulcrum is an imposing central tower, essentially a glass tube with a smaller superimposed cylindrical lantern to make the tower predominant and to admit even more light at all times of the day. The arms of the hinge take the form of two plain rectangular blue blocks which support the central glass drum. Each of these two-storey wings has an automatic door at its base adjacent to the tower. These access points may be approached by steps from Plane Street or by a gently curving ramp accessed from Anlaby Road.

The elevation of each wing is different in that the Plane Street frontage is symmetrical with full-length strips of glazing at each end and centre; these strips are separated by pairs of square windows at ground and first floor level. At each end there are first-floor balconies to maintain the balance.

The Anlaby Road façade is less predictable. Here there is more ground to soffit glass of differing proportions and first floor balconies again, but this time they vary according to the different widths of fenestration. This façade is asymmetrical and has an apron leading onto the main road, which provides space for a cycle rack and an area of attractive planting - no walls or fences, just a brick boundary edging flush with the paving. There is, however, a sculptural reminder in the form of a length of slightly curved wall just a metre high, which has five ceramic blocks proclaiming - 'WESLEYAN SUNDAY SCHOOL 1894' integrated into its construction.

The detailing of the exterior is excellent with doors, windows, balconies, lighting and security grilles in matt black which contrasts with the blue painted walls to provide an elegant simplicity.

The interior does not disappoint and creates a most pleasant ambiance, (more 5 star hotel than inner city clinic), The three storey glass cylinder glows with light and the sky is visible from everywhere within. The waiting area is comfortable and spacious and is clearly visible from the two reception desks which serve the medical practices.

There are interestingly different sized openings on the first floor internal landings which are made light by the use of high quality steel and glass balustrading.

An important design feature is the use of fragments of stained glass from the former church and sand blasted motifs also from the same source. The History of life of church and community and the story of demolition and rebuilding are told via the time-lapse screen presentation and an illuminated display cabinet of salvaged documents and artefacts.

This community archive has been presented by the builders Sewell and Co. to ensure that the previous function of the site is not forgotten and to reinforce the notion of continuity of communal usefulness.

In conjunction with the West Hull P.C.T., Sewell and Co. can feel proud of the commodity, firmness and delight of their building, creating a positive and uplifting sense of public amenity. I observed patients responding accordingly. Everyone seems to like it and I was told, patients often come in and say, "I got married here!"

This is a building that invites close inspection and as an acknowledged success is fully deserving of a Civic Society

**GOOD MARK AWARD**

Malcolm Sharman

**The Changing Face of Ferensway**  
*August 2005 – December 2006*  
Stuart Spandler



August 2004



January 2005



November 2005



July 2006



August 2006



September 2006





October 2006



December 2006



GOING  
GOING  
GOING  
GONE



## Quay West

The Quay West outline planning application has cleared two hurdles. Subject to conditions, the Highways Agency has lifted the holding Direction and the City's Planning Committee approved the outline application on 12<sup>th</sup> December subject to 56 conditions and a Section 106 agreement. The application has now been forwarded to the Secretary of State under the Shopping Directive. If approved by the Secretary of State, the next step would be the approval of reserved matters and the signing of the Section 106 agreement. Only then would the application be fully approved.

One of the conditions is that a car park management and control strategy, aligned with the City Council's car park charging regime, be approved by the City Council annually. To me, it seems unlikely that very many people from the Scunthorpe area would cross the Humber Bridge to shop at Quay West rather than at Meadowhall. The free parking at Meadowhall gives it a huge advantage. Hull is notionally the main shopping centre for the Humber Sub-Region but Humber Bridge charges and car parking fees deter its use by people from the south bank.

The Quay West scheme involves the demolition of the Osborne Street multi-storey car park. It is very important that park and ride sites be provided in both North Hull and East Hull, especially as the Mason Street long-stay car park is earmarked for the History Centre.

Once fully approved and the Section 106 agreement signed, the architect and the builders would have some knotty problems to solve when building the first block, which is attached to Princes Quay. It seems that the Princes Quay car park would have to be kept fully operational while the present route to it was being built over. Eventually, only the top two decks of the existing car park and the top two floors of the new block would be for car parking. When other blocks are eventually built, the top two floors would be for car parking and there would be high-level bridges so that cars could go from one block's car park to another's.

The existing Princes Quay building would have many alterations. Lower decks of the car park would be converted into shops, the management suite would be relocated into the new building and pedestrian entrances would be made into streets to the west. We await developments.

Walter Houlton.

## SO YOU THINK YOU KNOW HULL

Stuart Spandler

1. Including the ground floor, how many storeys are there in the tower Block of Hull Royal Infirmary?
2. The dead of which war are commemorated by a statue in Paragon Square?
3. Which fictional character set sail from Hull on his most famous voyage?
4. How many Hull pubs can you name with animals in their names?
5. After the Republic of Ireland, which is the first foreign country you come to if you travel due WEST from Hull?

**(Answers will appear in the May Newsletter)**

## Planning and Buildings

### Old Town

Developers proposing to convert the Oberon pub in Queen St into ground floor offices and flats on the upper floors were so confident of approval that they started installing new and not entirely appropriate windows to the upper floors before the Planning Committee meeting. The scheme was refused on 29<sup>th</sup> November, mainly because the proposed alterations to the rear elevation were deemed out of character. Now the building is on sale again. In November, Ryehill Growers submitted a fresh scheme for a 3-storey block of 10 flats on Wellington St.

Trinity House has almost completed refurbishing the shops on Whitefriargate just to the east of Thornton's toffee shop. The upper storey windows have also been restored to their original size.

### City Centre

Steelwork has appeared on the site opposite the Registry Office at the corner of George St and Carroll Place, where Hull College is building its new construction training centre.

Owner Hotel Ltd was granted Listed Building Consent in October to convert the Institute (next to Central Library) from a pub into a 26-bed hotel, with some external alterations. It will be managed by Owner Hotel Ltd, a firm established by Andy Woodcock of Weth Estates, but the rooms will be owned by investors, who can stay in them for up to 52 nights a year, and receive 50% of the revenue from letting to visitors at other times. The building, attributed to H.F. Lockwood, was built in 1846 for Dr James Alderson, first resident physician of the Infirmary. This interesting scheme will make good use of a fine building and we wish the developer every success.

Placards suggest that the new owners of 25-29 Albion St are interested in re-conversion to dwellings after the years of use as a night club, but no application has been submitted so far.



Unit 3A, The Maltings (J.D. Scotney)

At the Maltings, the construction of modern offices behind the Jarratt St façade of Unit 3A is almost complete and the result is a blend of the old and new, with the original window openings retained additional storeys and the distinctive lantern rebuilt. The next part of the Maltings to be rebuilt, with an additional storey, is Unit 5, part of which faces onto Silvester St. It was submitted in November.

Work is proceeding on two of Westbridge Homes' apartments projects. The new block on the site of Castle Interiors at the eastern corner of Percy St and Freetown Way is being roofed. Ground preparations are in progress to the rear of 25 Wright St, an old building formerly owned by Gallerie 69 furniture store (still open opposite), next to the pair of new apartment blocks completed earlier last year.

The demolition of Danby's warehouse on Dock St began in November. This could be the start of the long-awaited new flats on Dock St and conversion of premises on George St into dwellings.

On 12<sup>th</sup> December, the Planning Committee considered an outline application for Quay West, the "retail-led mixed-use development" to the west of Prince's Quay and passed it to the Secretary of State, recommending approval (see Walter Houlton's article for details). The site, stretching from Prince's Quay (including the promenade on Prince's Dock Side) to Ferensway and from the rear of properties in Carr Lane to Castle St, would contain about 60 shops, 2 department stores, leisure facilities, such as a health and sports club, hotels providing about 175 beds, offices, cafés, restaurants and about 60 flats. 849 more parking spaces would give a total of 2,500 spaces.

We supported the application, as the area presents a very poor image of Hull to visitors arriving via the A63 and a high-quality mixed development is needed to attract more people back to Hull city centre for both shopping and entertainment. One of the main benefits is that this development is not a physically separate counter-attraction like St Andrews Quay, Kingston Retail Park, Kingswood shopping centre or Mount Pleasant, but an extension of the city centre, easy for people to walk to from other shops and facilities in the city centre. It is also easily accessible by bus or train, though car park provision is also very important. Quay West's architecture must be of a high

standard and as interesting when viewed at walking pace as from a moving car; the single-storey warehouse-style architecture of Clough Road or Kingston Retail Park is simply not good enough for the city centre. It is also important to retain some older buildings of character. Outline plans indicate that Castle Buildings (corner of Castle Street and Waterhouse Lane), the Earl de Grey pub and Ask Restaurant in Warehouse No 6 (at the corner of Castle Street and Princes Dock Side) would remain. We suggested retaining three buildings in Roper St: the 19<sup>th</sup> century public house at the corner of Waterhouse Lane, Braves Hall and, possibly, the 1930s Hull Boys Trust building.

### Paragon Station, Ferensway & St Stephen's (see pages 8 & 9).

By the end of November, Paragon House had been demolished, exposing the brickwork and ashlar stone facing of the 1904 station extension, previously hidden by the canopy or Paragon House. Some restoration will be needed before the new canopy is erected. November also saw demolition of the wooden District Engineer's Office which backed onto the northern wall of the



District Engineer's Office. (J.D. Scotney)

station. We understood that it was to be dismantled for re-erection at a museum, but no new home had been found by the time that it was necessary to remove it. The 2-storey steelwork of the new travel centre now projects northwards and another structure (part of the bus station facilities) at the western end of the bus station is more advanced.

On 29<sup>th</sup> November, the Planning Committee recommended to the Secretary of State approval of alterations to the disused parcels office (the original booking hall) on Platform 2 to bring it back into use as staff facilities

for Transpennine Express. The work involves new doors, matching the originals of 1848, opening to the platform and the car park.

Most of the steelwork of the shopping centre, supermarket, hotel and new Albemarle Music Centre is complete. On the site of the old Albemarle Centre (corner of Lombard St and Ferensway), the ground has been levelled for the proposed new Hull Truck Theatre. Urban One's 5-storey block (72 flats) between Spring St and Hall St was approved on 1<sup>st</sup> November.

### Island Wharf and Marina Area

In November, a scheme was submitted for conversion of the upper floors of the listed Marina Recreation Centre (old Ellerman Wilson Offices at the corner of Commercial Rd & Kingston St) into 22 flats. Another application was for a 6-storey block of 51 luxury flats at the corner of Wellington St West and Railway St, overlooking the Marina.

### North

A firm called West Pier (2004) Ltd submitted an application in December to convert the listed St Vincent's Hostel, into 19 flats, build another 8-flat block and convert an outbuilding into 2 more flats. This is an appropriate (and much-needed) new use for the vacant listed buildings, but there have been objections from parents worried about the increase of traffic onto the site via the access to St Vincent's Primary School. As only 11 parking spaces are proposed, the number of vehicle movements will be limited. A decision was deferred in January for a Planning Committee site visit.

In early January, we were consulted on a new, very sympathetic scheme to convert Lambert St Methodist Church (1894) into flats. The scheme retains most of the fine interior woodwork and the centre of the ground floor would be a communal area, open right up to the decorative ceiling. The rear hall of 1888 would also be retained, but car parking would be provided on the site of the early 20<sup>th</sup> century yellow-brick "Institute" building. We have written in support.

Westbridge Homes have appealed to the Planning Inspectorate in Bristol against Hull Planning Committee's refusal of their application to demolish 203-205 Cottingham Rd and build a block of 17 flats on the site. We have again objected, on the grounds that the scheme is out of keeping with

the character of the Newland Park Conservation Area, which still competes successfully with the outer suburbs as an up-market residential area.

The “Newland Estate” (Newland Homes) is “under offer”. This is another potentially desirable



Newland Estate – former Newland Homes  
(Photo: JD Scotnev)

place to live, with St Nicholas School on the site. While a campaign has saved the school, it seems that its other great asset, the swimming pool, will be closed - a short-sighted decision. “For sale” signs on Hop Villa and the adjacent house, Fern Bank, seem to indicate that the threat to demolish Hop Villa for access to the housing site has definitely been removed.

Tesco have opened a convenience store opposite Beverley Rd Baths and another at the corner of Spring Bank and Stanley St is almost ready to open at the time of writing. At this rate, Tesco Express convenience stores will be as familiar a feature on Hull’s main roads as Sainsbury’s at Jackson’s.

### West

The Listed Building Consent application to demolish the fire-damaged Gilchrist’s fish-smoking house on Subway St was recommended to the Secretary of State for approval at the January meeting of the Planning Committee, as the building was judged to be too far gone for repair.

### East



Lambwath Hall, 27.11.06 (Photo J.D. Scotney)

East Hull lost another historic landmark in November, with the demolition of Lambwath Hall, off Biggin Ave, former home of the trawler-owning Hellyer family. It had later been a club. The developer, McIneney Homes had surrounded it with new houses and flats and submitted an application in January to build two 3-storey blocks (18 flats) on the site.

The Lawns, 33 Lowgate, Sutton, is another large house used, until recently, as a club. An application to convert it into flats and build more houses and flats next to it was submitted in November. A decision was deferred at January’s Planning Committee meeting for a site visit.

A special Hull Planning Committee meeting on 8<sup>th</sup> January recommended to the Secretary of State approval of the application to build a waste incinerator at Saltend, already recommended for approval by East Riding of Yorkshire Council in December.

Applications were submitted in November for erection of new school buildings after partial demolition of several East Hull secondary schools: Andrew Marvell, Isaac Newton, Winifred Holtby and Archbishop Thurstan.

I am indebted to Walter Houlton for his eye-witness reports of the Planning Committee meetings at the Guildhall and to the staff of the Planning Department for their help.

## WISE Activities in High Street earn a Good Mark



Oriel Chambers. (Photos: J D Scotney)



On 6<sup>th</sup> July, the President of Ghana, John Kufuor, performed the official opening of WISE, Hull University's Wilberforce Institute for the Study of Slavery and Emancipation based at Oriel Chambers, 27 High Street, an indication of the worldwide significance of Hull's newest research institute. Archbishop Desmond Tutu is its patron.

My wife and I were fortunate enough to visit WISE with the East Yorkshire Local History Society on 10<sup>th</sup> June. In the first presentation, Professor Mike Turner described the refurbishment of the building. It dates from 1879 and was a purpose-built office block designed by William Botterill, who was also architect to the Hull School Board. Hull City Council still owns the freehold of the building (as it did when our Hon. Sec., Ken Baker was a tenant), but in January 2005 it was transferred on a long lease to the University of Hull. Extensive work has been carried out to create a new entrance at the back and the interior has been refurbished, retaining such original features as fireplaces and entrance-hall floor tiles. Subsidence has been stabilised and a conference room created in the basement.

The second presentation, by Professor David Richardson, was about the aims of WISE itself. This Post-Graduate Research Institute aims to provide facilities and a large collection of relevant documents (including many copies of original documents held elsewhere in the world) for research into all aspects of slavery and emancipation. As an academic research institute, it will not lead any politically involved campaigns, but it aims to shed light on conditions in which slavery in its many forms still exists in many countries 200 years after Wilberforce and Clarkson achieved the abolition of the slave trade in Britain.

After the talks, and fortified with excellent coffee, the group was able to explore the refurbished building from basement to roof, including the movable-shelf storage system which gave us an idea what those in the History Centre will look like, the basement air-raid shelter and the rooms which had corner cupboards concealing wash-basins. The wall supporting the fire-escape and terrace has the names of a number of names of some famous anti-slavery and human rights campaigners cut into the blocks.

All the work has been carried out to the highest standard and has earned a well-deserved Good Mark from Hull Civic Society, to be presented at the public meeting on Monday 12<sup>th</sup> March.



Washbasin in wall cupboard.

John Scotney

*Readers' Letters*

## Castle Street

Walter Houlton makes some very good points in his June article entitled "Is the cut-and-cover tunnel such a good idea?".

His comments about pedestrian crossing lights are spot on. One only has to observe the existing straight-across-in-one-go crossing at the Ferensway roundabout to see evidence of the problems he highlights.

He suggests grade separated junctions might be a solution and these have many merits over the tunnel. The 'risk' might be, though, that it would be turned into a 'full flyover solution'. I see this as almost as bad as the current situation. To avoid noise propagation, the flyover would need to be boxed on the lines of those abroad. The sight of this box at fifteen metres above the city would, in my opinion, be worse than the tunnel and, according to the Highways Agency, cost about the same.

I guess the Highways Agency view of the grade-separated junctions might be that they are a short term improvement without sufficient gain in traffic flow. Everything has to be rated on Cost Benefit Analysis in order to gain support.

The Highways Agency has a working drawing of how the tunnel layout could be and the assumptions made by Walter are largely in line with the drawing I saw a year ago.

As Walter says, the tunnel will be vulnerable to the ground conditions, but I think the Highways Agency is aware of the water and soft ground and well up to avoiding the similar troubles to those Humberside County Council experienced at Kingswood.

Both the tunnel and the boxed flyover have the disadvantage of hiding the charms of Hull from those passing from the ferry to the west.

He is right to have concerns about the result of accidents in the proposed tunnel. A boxed flyover would have similar problems to a tunnel, of impossible access by cranes trying to remove crashed vehicles or casualties in a hurry.

I am not a highway engineer, but my idea was for a cutting with service roads at each end to give access to existing premises. The cutting could be bridged at various points, particularly between the Marina and Princes Dock, which could be a pedestrian deck available to emergency vehicles. It could be grassed over right from the existing grassed area. (Like this weekend) The area could be used by the community to demonstrate sports or a place for performances, art and public meetings etc.

The open area of cutting would allow easy access by crane and emergency vehicles. This is one of the charms of a cutting, the other being that it is relatively maintenance and energy free compared with the need for forced ventilation in a tunnel.

Where the cutting, as I envisage it, falls down is on the Cost Benefit Analysis. The tunnel, as proposed by the Highways Agency, will give two further roads for local traffic on the surface. These roads would 'only' carry about a thousand vehicles an hour as traffic stands at the moment. I fear that these roads would become used to full capacity, as has happened elsewhere and they would still need to be crossed by pedestrians. The local roads negate the thing I am looking for - to reunite the centre of the city.

The benefit gained by these further local roads, increasing total capacity and so speeds in the short term, is the reason why a tunnel beats a cutting on Cost Benefit Analysis and why a tunnel is more likely.

I have tried to be positive, but it is difficult bearing in mind the money involved and the slow progress. We can just press on, making sure that the city is reunited in the foreseeable future.

Jim Parish

### May Newsletter

Many thanks to all our contributors. Please submit your items, by 2<sup>nd</sup> April, to the Editor, John Scotney at: 126 Cottingham Road, Hull, HU6 7RZ or (preferably) e-mailed to [john.scotney@talk21.com](mailto:john.scotney@talk21.com).

## Civic Society Officers and Committee 2006 – 2007

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