

HULL CIVIC SOCIETY NEWSLETTER

JANUARY 2008



St Stephens

Photo: J.D. Scotney

In this issue: Programme, Subscriptions and Gift Aid, Fruit Market Regeneration, Hull Screen Then and Now, Independent Review Board Final Report, Gordon Street Police Station, Boulevard, Kingston upon Hull and the American Dimension, Carnegie Heritage Action Team - and a Good Mark to Paul Gibson for "The Anlaby Road", Planning and Buildings, May Newsletter, Civic Society Officers and Committee 2008

Winter and Spring Programme 2008

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 Hotel Royal, Ferensway.

11th February – Street Furniture – Chris Mead

10th March – Gardens and Sculptures in the East Riding – Will Ainley

14th April – **7.00 pm** AGM, then: **A History of the Hull & Barnsley Railway** – Martin Barker

Visits*

*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.*

Mon 18th February and Tues 19th February 6.00 pm – St Stephen's 'Behind the scenes'
Meet by the lifts in the mall. Guided tour by David Laycock, Centre Manager
Please note that there is a limit of 12 places on each tour – advance booking essential.

Sun. 6th April, 1.00 pm: 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.***

Mon. 21st April, 7.00 pm - Hedon Museum with a guided walk round Hedon

Meet at Hedon Museum. Walk led by Martin Craven and the Hedon Museum Society

Further summer visits will be advertised at meetings, in the media and in our Spring Newsletter. If you would also like to receive details by email, please **send a request by email to the Hon. Sec., (see back page) with a copy to the Newsletter Editor.*

Subscriptions for 2008

Subscriptions for 2008, £10 for a member plus £7.00 for an additional member of the household, are now due. If you pay your subscription by cheque, please send it to:

Mr J.W. Houlton, Hon. Treasurer, at 16 Maple Grove, Garden Village, Hull HU8 8PL.

If you wish to pay future subscriptions by standing order, please ask me to send you a form to complete.

Gift Aid Declarations

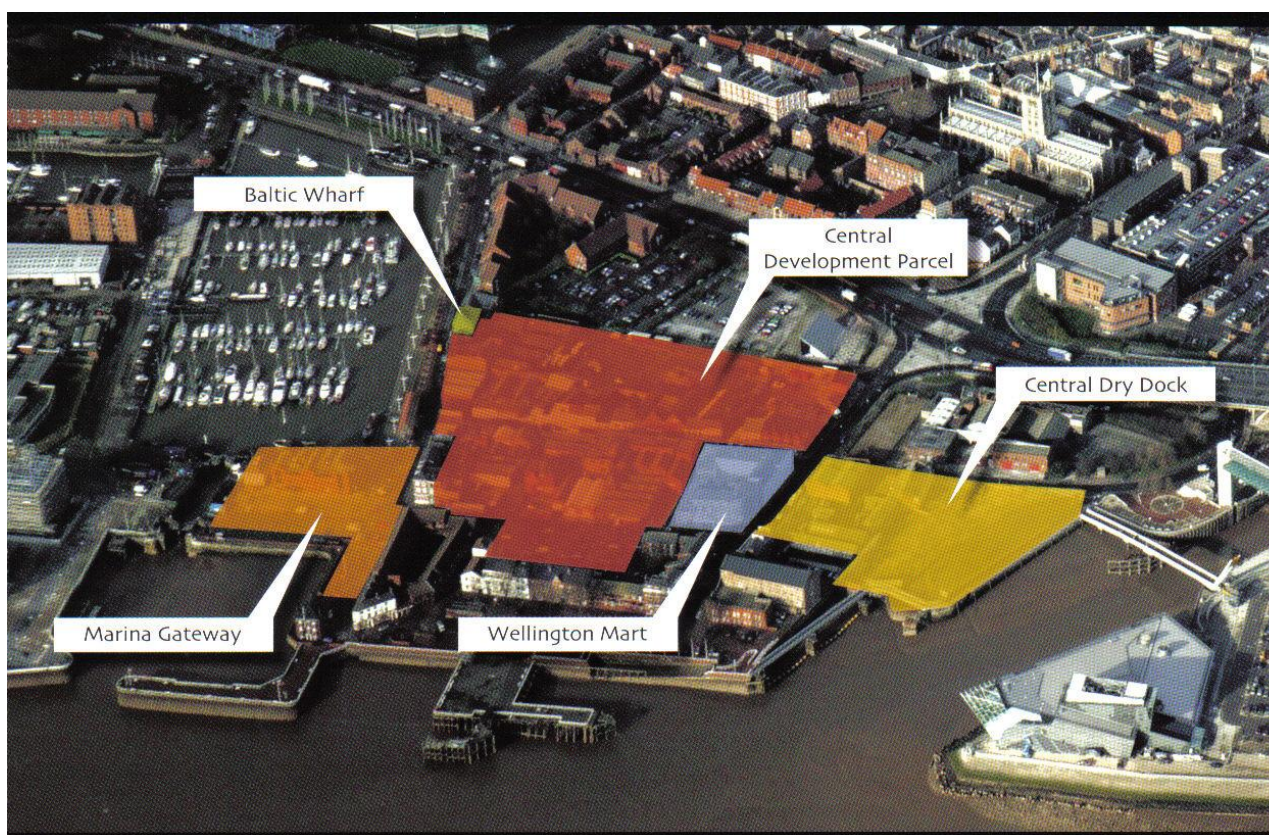
Hull Civic Society needs to increase its income. One way to do this is by participating in the Government's Gift Aid scheme. If members who pay income tax completed the enclosed Gift Aid Declaration form and sent it to the treasurer, we could reclaim the Income Tax paid on the income used to pay for a subscription or donation, after the end of the tax year - £2.80 on a £10 subscription.

If you pay income tax or capital gains tax, please complete the enclosed Gift Aid Declaration form and send it to me at 16 Maple Grove, Garden Village, Hull HU8 8PL. If you completed a Gift Aid Declaration form about five years ago, please complete a new form.

Walter Houlton, Treasurer.

Hull's Fruit Market Regeneration

An exhibition held at the City Hall on October 12th and 13th gave members of the public an opportunity to view and comment on four competing development schemes for the area roughly bounded by Blanket Row to the north, Queen Street to the east, Wellington Street to the south and Humber Dock Side to the west (the 'Central Development Parcel'). The four competing developers were (a) CTP, St James Ventures & Wright Group, (b) Gladedale Reland, (c) igloo, (d) ispace, Quintain & Wykeland Group. Single-developer schemes were also exhibited for four peripheral sites: ispace's Marina Gateway, Wykeland's Central Dry Dock, Queensway Properties' Wellington Mart and Lordsvale's Baltic Wharf.



Hull Civic Society's Comments on the Proposals

Overall

The exhibition was visited by most members of the Committee and a meeting was held on 17 Oct 2007 to discuss and summarize our views.

Of the four major schemes presented we found it very difficult to decide on an absolute preference for one scheme only, with the information and time available for making a response.

However, we felt that the Wright/CTP/SJS , and the ISpace/ Wykeland/ Quintain schemes were the most likely to deliver the required regeneration of existing buildings with well designed and ambitious new build which is sensitive to the area.

We gave weight to the strong local presence in the make up of these two consortia as we believe that the chosen developer should be close to the projects and "on the ground" over the many years it will take and, ideally, will have a strong ingrained feel for this important area of our city.

We believe that whichever scheme is chosen, the city must achieve a revitalised, vibrant and economically successful new district which feels safe and secure at all times, and is economically active throughout the day in its own right, rather than just being dependent on visitors, or the social scene.

General comments

1. Car Parking

We liked the proposal to "hide" some of the parking under open landscaped spaces.

We believe that the provision of an adequate volume of parking (the maximum achievable within Government guidelines PPG13) for residents is vital if we are to attract people who are economically active, to live and work in the area, that is, people who are able to buy or rent good quality dwellings and participate economically in the life of the area.

It is correct to assume that these people will want to own their own transport, and want to be able to park it in their own slots in a safe and secure location, close to their house/apartment.

Equally, given the apparent “remoteness” of this end of town, we think that there must also be adequate parking for visitors, so that “finding somewhere to park” is not an issue for people contemplating a visit – this is particularly relevant at night.

2. Retention of Existing Buildings

We strongly advocate the refurbishment of all historic buildings woven into a fabric of more modern in-fill constructions.

3. Public Space

We were particularly impressed by the large glassed-over public square in the ISpace/Wykeland scheme, which is, in effect, an open-air space all year round, with cafes, bars, restaurants and shops, and always warm and bright.

4. Street Pattern

We urge the retention of the existing street pattern, Humber Street being one of the most in-tact of our historic streets. A multitude of East/West & North/South pedestrian routes should be maintained to encourage people to wander about and explore.



5. Continental Feel

We believe the achievement of a “continental feel” is very important as a design objective. Our European friends are very skilful at getting maximum economic use from their old towns, creating modern facilities within a traditional and comfortable façade.

6. Atmosphere

To achieve the above, it is vital to create a cosy and intimate atmosphere (like Bruges, say) where people like to stroll, sit, and eat, and feel content with life. This will be achieved in part, by specifying buildings with lots of architectural detail, colourful awnings over shop windows, and a lot of outdoor seating.

7. Public Realm Works

These should be of the very highest quality design and materials and street furniture, ideally, should be designed specifically for the area, not just plucked out of the standard catalogue. In many cases, it is the quality and interest to be found in public realm which attracts, or not, visitors to the area.

8. Small Plots

We favour the idea of developing many small plots under the control of many different architects – this will help to retain the grain and feel of an old town which developed originally in the same way.

9. The Contract

We believe that the contract with the developer should contain a detailed manifesto of the design and development strategies against which the developer’s performance can be monitored and against which, if necessary, they can be held to account. In this respect we liked the ISpace front cover of their leaflet.

We must avoid the situation where a developer’s detailed planning application bears little resemblance to the original outline application designs.

10. Iconic Structures

We would like to see one or two “iconic” buildings to define the area.

One taller building would be desirable with public access which could provide views over this area’s unique waterfront at the junction of two rivers- we could call it the Two Rivers Building!

Finally, why not build a cable car connecting the Fruit Market Peninsula to the Deep?

Not as silly as it sounds!

Hull Screen – Then and Now

Susan Harr of the FRIENDS OF HULL SCREEN celebrates Hull's only independent cinema.

Hull Screen (or Hull Film Theatre, as it was) began its almost four-decade career on 9th January 1969, housed in the Central Library in Albion Street, where it continued to operate until its move to the University of Lincoln George Street site in 2005.



Hull Screen at the University of Lincoln in George Street. (Photos: JD Scotney)

Donald Roy, ex-Professor of Drama at Hull University, remembers its inauguration well (I am told that the first film ever shown was a rather explicit Swedish one – no doubt a crowd-puller!) and was involved in the planning of programmes. “There was a committee who decided what films would be shown, and we had considerable independence.” He confirmed my own impression that the Film Theatre showed more independent “arthouse” films at that time, and almost no commercial screenings. Moreover, the Film Theatre auditorium doubled as a theatre space as well as a cinema, alternating fortnightly. There were some advantages to this, as the theatre events attracted good numbers, but then, as current Front of House Manager, Mark Ogden, remarked, people might lose track of when films were showing.

Mark joined Hull screen in 1986 as a projectionist, when Alf Wilson was Manager; on Alf's retirement in 1992, he took over the managerial rôle. Thus, although not involved in Hull screen during its entire operation,

Mark has seen over twenty years of change. He told me that in the early days, roughly seventy per cent of the audience would be students; now the regular attenders are predominantly older – “though it is very difficult to evaluate audiences”. I suggest that this very audience might include some of those early young enthusiasts, who have stayed in Hull and remained loyal to the Screen! Mark agreed that the Screen needs to reach out to and attract the younger end of the cinema market; certainly, the vibrant independent cinemas I visited around the UK during the summer, with their two-plus screen venues, arts spaces and thriving café bars, seemed populated by a good spread of age groups. Liverpool's “FACT” and the “Sheffield Showroom” were particularly impressive.

Sadly, so far, Hull has not managed to establish such an arts cinema centre; one of the problems, as a report published in 2004 mentioned, is that the Screen “lacks a champion”. It seems that this area of cultural amenity in Hull has been the Cinderella, with little enthusiasm for continuing to subsidise it so heavily. This is perhaps understandable at a time when Council expenditure, post-floods, is stretched. However, one of the rôles of the recently-set-up support group, Friends of Hull Screen, is in effect to establish just that champion, so that the Screen might attract funding, investment and wider interest.

It is certainly the case that the Screen has seen falling attendance since its move from the Library – audiences have dropped sharply by nearly fifty per cent, prompting the Council to reduce its screenings to three evenings a week, one matinée and only a fortnightly programme for children. Mark Ogden thought this drop in numbers was for two reasons: “a perceived fear that George Street is unsafe at night, and a lot of students tend to stay on campus or in the Avenues area; they may not even know where the Screen is!” He added, however, that the Friday matinée audience had remained loyal and was still well attended. One of the problems is that the Screen has no recognised marketing budget - hence publicity is lacking, and people tend to assume the Screen has closed. Again, the Friends group can help in putting Hull Screen back on the map.

What can be done about Hull screen, so that the city – with ambitions to be in the Top Ten – does not lose this valuable cultural asset, which loss would, in Donald Roy's words, make Hull “a cinematic cultural desert”? A public meeting of Friends of Hull Screen recently brought up many

interesting and positive ideas. As Mark Ogden commented, the screen needs to offer more than it does at the moment; it needs a meeting place for people to have a drink, it could revive the previously successful film courses, offer targeted screenings for schools and whilst retaining the better “crossover” commercial films which Mark felt the Screen should be showing, such as “Amélie”, it must return to its roots and also provide more of interest to the discerning film aficionado. This would, of course, presuppose a new and more acceptable location, near to transport links and existing facilities in the city. Friends of Hull Screen will act as a pressure group so that this issue is kept in the forefront of city centre planning and cultural strategy and, encouragingly, Diana Johnson, MP for North Hull, is keen to support this, as are several of the newly-elected council. Working together, we hope that, in time, a proper arts cinema venue can be established, to take its place amongst other innovative city amenities; Hull is a changing city, and a thriving Screen can only help its status for tourism and investment.

In the meantime, we have to be patient, and keep up the campaign as well as continue to attend screenings. It is very much, at the moment, a case of “use it or lose it”.

The latest proposal for Hull Screen is that it should move into the St. Stephen's shopping complex, under the auspices of Reel Cinemas, already set up with seven screens. One or two screens would be given to arts cinema, retaining the name "Hull Screen". Discussions are ongoing between the owner of Reel Cinemas, Mr. K.C. Suri, and the Council, but no final decision has been made. The location is ideal, and Mr. Suri is himself passionate about film, but Friends of Hull Screen have some reservations, not least in that Friends are not involved in any of the discussions or planning meetings, and also in that if the project is not successful the future of Hull Screen would be in doubt. Watch this space!

Mark Ogden would be very happy to receive comments, suggestions and ideas on his email, which is: mark.ogden@hullcc.gov.uk News about the Screen and showing times can be found on the dedicated website, www.hullscreen.co.uk. Friends of Hull Screen can be contacted on either 01482 321895 or on mobile 07767495832 (preferably by text on the latter) or by email on fhs@hullpeace.fsnet.co.uk

Susan Harr.

Independent Review Board Final Report

Hull citizens should congratulate the members of the Independent Review Board on their Final Report on the flooding. It had involved a vast amount of work. It is now clear that extra pumping capacity was needed to deal with the rain, which fell on 24th and 25th June. There was no warning from the Environment Agency, who issue flood alerts when tidal flooding or flooding from a river is likely but do not warn of flooding from rain.

I think it would have been better if the Independent Review Board had been jointly commissioned by the Hull and East Riding councils and their studies had covered the whole of the Hull and East Riding combined sewer network. Factors in the East Riding, which could have affected the flooding in Hull would then have been taken into account.

There are areas in the East Riding where the chalk aquifer is not far below the ground. Could groundwater emanating from the high Wolds have oozed out of the ground in Kirk Ella to enter the combined sewer network? Did water from the overflowing Burstwick Drain in Hedon run into the combined sewer network? In many parts of Hull, the water on the ground seemed deeper than you would expect from the amount of rain that had fallen locally.

It seems strange that the primary school at Kirk Ella was flooded as the ground level is about 10 metres above Ordnance Datum (AOD) while Oldfleet Primary School in Hull was not although the ground level is around 2 metres AOD. The Environment Agency should take more interest in flooding from torrential rain and groundwater flooding where the water table rises above the ground.

Walter Houlton.

Gordon Street Police Station



Gordon St. Police Station (Photo: J.D. Scotney)

Well done to Humberside Police Authority for retaining and successfully restoring Gordon Street Police Station, Boulevard, Hull.

Little more than 18 months ago the City's oldest surviving Police Station was faced with demolition and replacement with a new, bland building. Now, after a little persuasion and a good deal of common sense the building has been saved and put back to productive use.

Built in 1885, the building became famous when in 1963 The Beatles took refuge here following a local concert. On 1 February 2006, Hull City Council's planning committee refused Conservation

Area consent for the total demolition of building. Hull Civic Society originally objected because we felt that it was the last in a generation of Victorian Police Stations representing an important time capsule in Hull's evolution. English Heritage said that the building makes 'a positive contribution to the stock of buildings in the locality.'

It is pleasing to see what a fine job has been done to bring this important building back to life – in the shadow of another successful rescue – the boulevard rugby ground (the former home of Hull FC) now home to Greyhound racing and community uses. It too, playing its part in helping to transform the area.

Humberside Police Authority is to be congratulated on listening to people's views and saving Gordon Street Police Station. This fine structure will once again provide an important function in the heart of the local community.

Adam Fowler

Boulevard

Congratulations to Hull City Council, DMQA Holdings and all those involved for bringing the Boulevard back to life!

Faced with complete demolition, the famous ground and once proud home of Hull FC re-opened to greyhound racing on 25 October 2007. Hull Civic Society was part of the lobby that persuaded the City Council to think again. Thankfully they listened and the ground now has a positive future helping to regenerate this part of West Hull.

It just shows what positive things can be done in this city when people have a bit of vision and drive! Just weeks ago, the Boulevard was a derelict eyesore plagued by vandals causing havoc to local residents. Now it is set to become a top class local sports facility providing an important community resource for a range of amateur clubs as well as professional greyhound racing. What an asset for Hull!

Hopefully, it is the start of things to come and proves how a regenerated Boulevard can play its part in the wider regeneration of West Hull. A move like this breathes hope and confidence, so badly needed in this part of the city. The Boulevard will be one of those building-blocks helping to re-build community spirit and cohesion.

Let's hope that after the initial 3-year lease is up from the Council, the site is not lost to housing. If people are prepared to make a go of it, let them stay!

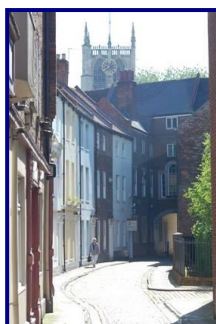
Adam Fowler

KINGSTON UPON HULL AND THE AMERICAN DIMENSION

A Proposal by PFH Productions October 2007

Introduction

Kingston upon Hull is a great industrial, commercial and cultural city, a major seaport and an important centre of learning and research. Today the city is undergoing a transformation and renaissance which makes it and the surrounding area one of the most exciting places to visit in the north of England. It is also a city with many important, but often overlooked, links to the United States of America.



Ever since Sir Walter Raleigh commandeered a Hull born sea captain, Philip Amadas to establish the first English speaking colony across the Atlantic in 1585, Hull people have been intimately linked with the fortunes of their overseas cousins. No more telling example of this can be found than Great Britain's involvement at the Treaty of Paris, the accord which recognised the United States as a sovereign nation, for it was David Hartley, Hull MP and friend of Benjamin Franklin, who signed the Treaty on behalf of the British Government. Alongside him was Hull born George Hammond who went on to become the first British Ambassador to the United States in 1791.

The journey may also offer many modern day Americans the chance to discover the exact passage followed by their forebears, as more than 2 million northern Europeans passed through Hull on their way to the new world during the 19th century.

It is not just the city of Hull which has close ties with the United States but so do many of the nearby towns and countryside. One of the best examples being the seaside towns of Bridlington and Flamborough. It was here off the coast in 1779 that the father of the US Navy, John Paul Jones, captured the British frigate Serapis and uttered his memorable words upon being asked to surrender 'I have not yet begun to fight!'

During this proposed trip, modern day Americans will be finding out more examples of how many of their nation's pivotal moments can be traced back to both Hull and the Humber area.



The Tour

A 6-day journey of international and individual discovery as today's Americans uncover the journeys of their forefathers and the links which bind Kingston upon Hull and the Humber with America.

Accommodation: A 4-star hotel in Hull's historic Old Town, overlooking the arrival point of many European emigrants as they migrated to America.

Itinerary:

Day 1: Finding our Ancestors

- Morning departure London Kings Cross on Hull Trains, arrive midday in Hull.
- A guided afternoon tour of the sites where European emigrants arrived, stayed and departed, as well as what the Kingston upon Hull of the time would have looked like to the new arrivals.
- A look through the archives to pinpoint the exact arrival point and time when individual emigrants arrived in Britain.
- Free time in Hull's vibrant shopping outlets.



Day 2: The Moby Dick Experience

- A visit to the English manor house, Burton Constable and a look at the original skeleton which inspired Herman Melville to write Moby Dick.
- From Burton Constable the journey will move on to Bridlington to see the site of Flamborough Head where the father of the US Navy John Paul Jones famously inflicted a defeat on the British Navy in 1779.

Day 3: Wilberforce's High Street

Spend the day in and around Hull's old High Street, the commercial heart of the medieval town.

- A visit to William Wilberforce's birthplace and museum.
- A visit to the site where the HMS Bounty was built and Blaydes House, the Georgian house of its builders.
- Explore Hull's award winning Museums Quarter.
- Walk along the River Hull, Hull's medieval harbour.



Day 4: The Deep Experience

- A trip to see The Deep, Hull's unique and award winning submariun, the only one of its kind in the UK.
- Enjoy a boat trip on the River Humber, one of the largest estuaries in the UK and home to the spectacular Humber Bridge, one of the world's longest single suspension bridges and similar in design to The Golden Gate Bridge.
- See the spot at Immingham where the Pilgrim Fathers originally set off on their journey to the New World.



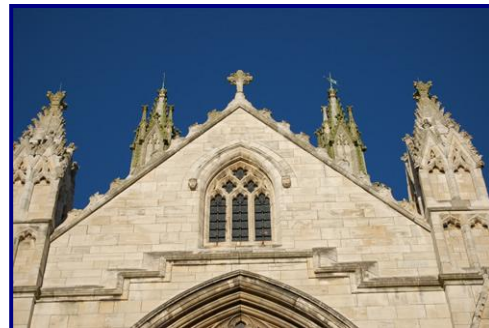
Day 5: Beverley -The Heart of East Yorkshire

A day spent visiting the historical heart of East Yorkshire, the medieval town of Beverley.

- Visit the town's 1100 year old cathedral.
- See the rabbit in medieval St Mary's Church that inspired Beatrix Potter to create Peter Rabbit.
- Experience the flavour of a vibrant market town.

Day 6: Discovering the Stars and Stripes

- Mini bus trip to historic Selby.
- In Selby Abbey see the Washington Family window featuring the original stars and stripes.
- Return to London Kings Cross from Selby via Hull Trains.



More about Hull and East Yorkshire



Although it is popularly known as Hull, its full title of Kingston upon Hull reflects its initial purchase by King Edward I at the end of the 13th century who saw in the small trading post an ideal source of revenue and an important strategic location between the south of England and Scotland. During the middle period of its history, the town was enclosed by a moat and thick walls, the course of which can still be seen today, marked out by red bricks in the contemporary paving. These powerful fortifications helped to give the town a significant strategic importance which, in particular, allowed it to play a decisive role in the English Civil War.

During the 18th and 19th centuries the town expanded rapidly as a result of increased



trade and was regarded as the country's third port behind London and Liverpool. Powerful merchants built fine houses along High Street, many of which survive to this day.

Visitors today will find a city with a special ambience, a blend of old and new, from the cobbled lanes and historic pubs of the Old Town to the vivid reflections of St Stephen's shopping centre or The Deep. Entrance to many of the city's museums and galleries is free and there is a varied choice of theatres, concerts, sports and other entertainment to please any visitor. And who can forget to mention Hull's special feature, its people, whose warmth and friendliness are commented on time after time.

Geographically, Hull is capital of East Yorkshire, a largely rural area, dominated on one side by the North Sea and to the west by the gently rolling hills of the Wolds, chalk and limestone hills laid down over 100 million years ago. Both these geographical features provide plenty of free time activity, from walking and other outdoor pursuits to beach trips. They are perfectly complemented by the area's character filled market towns such as Driffield and Beverley while many of the sleepy villages hark back to a calmer time.



For More Information Contact:
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Carnegie Heritage Action Team - and a Good Mark to Paul Gibson for “*The Anlaby Road*”



Paul Gibson receives a Good Mark from Malcolm Sharman (Photo: JD Scotney)



Former Carnegie Branch Library (Photo: JD Scotney)

On 3rd December, Malcolm Sharman and I attended the Annual General meeting of the Carnegie Heritage Action Team (CHAT), chaired by Liz Shepherd in the Carnegie Library. The 30 people present, included representatives of the Civic Society, the City Archives, Hull Local Studies Library, the City Conservation Officer and the Lonsdale Community Centre. The meeting began with a surprise (to the recipient!) presentation of a Civic Society Good Mark to Paul Gibson for his excellent book *The Anlaby Road*, published earlier this year.

Liz Shepherd then recounted the progress of the team's project to bring the listed Carnegie Library back into public use. CHAT, which was granted charitable status in April 2007, have raised funds, negotiated a 25-year lease from the City Council at a peppercorn rent, obtained grants from Yorkshire Forward (for computer equipment) and through the Hull City Council's Community Initiatives funding scheme for internet connections and other work, and have reached an agreement for the Carnegie to become the meeting place of the East Riding Family History Society from 15th January and home of its 'Les Powell Resource Room', thus ensuring a regular income to maintain the building. The books from Hull College's sorely-missed Local History Unit are also now located there. The very fact that the meeting was held in the Carnegie Library and that there were once

again books on the shelves is a tribute to the group's planning and hard work. Carnegie Heritage Action Team are to be congratulated for the progress they have made towards their stated aims:

- *"To save and preserve the Carnegie Library as a building of historical and architectural importance for the residents of Newington and the public at large."*
- *"To bring the building back to life as a Heritage Centre for education and the promotion of local history."*

This project is an important one for anyone interested in family or local history and we wish the team of volunteers every success.

For further information please contact Liz Shepherd or Paul Gibson at the Carnegie by phone (01482 561216), by e-mail carnegiehull@hotmail.co.uk or write to or call at the Carnegie Heritage Information Centre, 342 Anlaby Road, Hull, HU3 6JA. The building dates from 1905 and was designed by the City Architect, Joseph Hirst. It stands next to the Anlaby Road entrance to West Park, just east of Walton Street.

John Scotney

Planning and Buildings

Old Town

The four competing schemes for regenerating the fruit market were exhibited in the City Hall in September and you can read our comments on page 3. Four 'single-developer' schemes were also exhibited. That by Queensway Properties for the refurbishment of 'Wellington Mart', i.e. the whole block between Wellington St and Humber St facing onto Queen St, was submitted as a planning application in December. While the scheme itself is sympathetic to the handsome buildings at both corners of the site and the new building section in between is on the same scale as the present one, we have objected because of two issues which we believe need to be addressed: firstly, even though the central section is being rebuilt to harmonise floor levels with the corner blocks, it is not wheelchair-friendly, as many of the flats cannot be reached from the lifts without using some stairs. Secondly, with just 14 parking spaces for 51 flats and none provided for staff and customers the scheme fails to provide even the recommended 0.75 spaces per flat.



The two ends of 'Wellington Mart' (Photo J.D.Scotney)

Another residential development, at the opposite end of Wellington St, a 5-storey block of 20 flats by Chablis Associates, received permission in December.

Two developments on the river side of High St, the application for the erection of 159 apartments, office and retail accommodation and basement car parking for about 58 cars at 62-71 High Street (which features an elliptical tower overlooking Myton Bridge) and the Weth Estates development at the corner of Little High St and Alfred Gelder St and were delegated on 28th November and 12th December respectively meeting to one of the planning officers, Ian Brown, to approve after the resolution of flood risk issues. Being close to the River Hull, the Environment Agency regard it as a high risk flood area and the developer has to prove that the development could not be constructed in an area with lower flood risk.

Permission has also been given to convert the 2nd and 3rd floors into 7 flats over the Jaz public house, the former bank at the corner of Scale Lane of (41 Lowgate).

Conversion of Hull College's Students' Union (built in 1820 as Hull's second Dock Office) into 7 flats by SPI Holdings Ltd was approved in late December. Just after Christmas, we received full details of John H Whitaker's adjacent Blaydes Dock development, which consists of two six-storey blocks (64 flats) between the three dry docks. The outline scheme was approved more than a year ago and we shall be sending in our comments shortly.

The combined efforts of CAMRA and Hull Civic Society failed to prevent approval of unsympathetic alterations to the listed interior of the Kingston Hotel (corner of Trinity House Lane and North Church Side) which would leave the original bar-back useless and vulnerable to damage, by being separated from the bar itself.

City Centre

25-30 Albion St. are gradually being re-roofed in connection with conversion into apartments and permission has been given to add dormers. Marblechip received permission in November for their re-submitted scheme to build a 4-storey block of 62 flats at 27-28 Baker St following demolition of the former chapel of rest and other buildings on the site.

Mason St Car Park closed on 1st November and the site was fenced off in January for commencement of work on the new History Centre.

Andy Woodcock, who is currently converting the former Church Institute, Albion St., into an 'Owner Hotel', received approval in November for a Japanese-style 'pod-hotel' in the former gym at Unit 2 of the Maltings. Another, more conventional hotel application by a Mr S. Mouneimne for

Proposed hotel in George St (Photo: JD Scotney)



a change of use of the Venu night club (formerly Carmichael's store), George St, into a hotel was

approved in December. The same applicant is behind the proposed conversion of the upper floors of the Yankee Burger (formerly the Gas Showrooms) in Prospect St, submitted in October.

Manor Developments applied in mid-November to convert the former Co-op in Jameson St into a call centre, with new shop units on the ground floor. This would be a welcome rejuvenation for an attractive example of early 1960s architecture.

When the new 10-screen Vue cinema on the top deck of Prince's Quay opened on 14th December, it increased the city centre's choice of film screens to 18, including the one at Hull Screen, a welcome reversal of the previous trend towards out-of centre locations, which are less accessible without a car. Fortunately, all three cinemas also have parking, still essential for many people to be willing to venture out to evening entertainments.

Ferensway & St Stephens

It would not be too much of an exaggeration to say that with the opening of St Stephens on 20th September, Hull's retail geography has changed dramatically. The Prospect Centre, King Edward St, Princes Quay or Whitefriargate have not suddenly been deserted by shoppers, but the availability of free parking for two hours at the Tesco car park and the opening of the new bus Interchange at Paragon Station means that many more people start and finish their shopping expeditions here. A new advantage lies with shops and cafes within easy reach of this end of town, especially if shoppers only have two hours before they incur a £70 parking surcharge. St Stephens is also becoming a new centre for the arts, with the Reel cinema, the Albemarle Music Centre and, before long, the new Hull Truck Theatre, still under construction.

The Interchange has received some valid criticism, mainly focussing on the absence of timetable and route information at each bay, but it is certainly an improvement on the old bus station.

Unfortunately, having got used to catching buses in Bond St., some people now find the extra distance to the Interchange an inconvenience.

North

The Anderson’s Wharf scheme for 583 student flats with 12 car parking spaces was considered and refused at a Planning Committee meeting on 18th December. Our and others’ objections included the scheme’s effect upon the nearby Charterhouse, the ratio of parking to inhabitants, the design and the over-development of the site.

Hull College received permission in November to erect Hull’s first city centre wind turbine, 14m high (45’2”) at their recently-opened Construction Skills Centre on the northern side of George St, next to the Registry Office. Instead of the familiar propeller design, this is a helical (twisted) turbine by ‘Quiet Revolutions’, consisting of three ‘S’ shaped blades, to reduce noise.

The lively ‘continental café-culture evening economy’, which planners have always envisaged for the city centre, has become a reality in Princes Ave in the last few years. The fact that there are



Princes Avenue:
 Top left: Café culture.
 Top right: shop at no. 61 - daytime economy under threat.
 Bottom left: 12a & 14a.
 Bottom right: 10 & 12 – decision deferred.
 (Photos: JD Scotney)



restaurants as well as café bars means that it caters for a wider age range than some of the ‘pub circuits’, but many local residents are concerned that a monoculture is developing at the expense of the avenue’s daytime economy. A brake on this trend seems to have been applied with refusal of two café bar applications, one to replace a thriving shop at number 61 another to replace a closed dry cleaner’s and a hairdresser’s at 12a and 14a. Another proposal, to convert numbers 10 & 12, an attractive pair of early 19th century railway houses was deferred by the January planning committee meeting for a site visit.

The latest version of the conversion of Lambert St Methodist Church into flats was approved in October, but, sadly, there is still no sign of any work being carried out and this listed building remains on the ‘At risk’ register.



Lambert St Methodist Church
 (Photo JD Scotney)

A long-awaited application for development of the Newland Homes site on Cottingham Road was submitted by Persimmon Homes on 21st December and we have received the plans for our comments. The proposal is for the 13 listed houses of the Newland Orphan Homes to be converted into accommodation for 120 students, for construction of 50 new houses and 15 apartments on the

western side of the site, backing onto the houses in Auckland Avenue and for creation of a new access road and a new pedestrian route to St Nicholas Primary School. The applicants propose to demolish the single-storey 1960s office at the front of the site and the wooden Scout Hut (no objection) and, sadly, the Ferens Hall swimming pool. This we believe, is very unimaginative. Built to teach generations of sailors' orphans the important skill of swimming and extensively



Newland Homes (Photo JD Scotney)

modernised in the 1980s, it provided a community facility used until two years ago by St Nicholas School, several other local schools and other swimming groups. This is just the kind of community facility that would be a unique selling feature for the development.

Developments at Hull University to create the Hull & York Medical School on the former University of Lincoln campus are largely complete. The work has included a building to link two former halls of residence and creation of a new road entrance.

Island Wharf

“Humber Quays 2”, Hull Citybuild and Yorkshire Forward’s mixed development – offices, hotel, retail/restaurant/leisure, 32 apartments and car parking to the south of Wellington St West – was delegated to Ian Brown to approve subject to the applicants providing further information about issues such as highways and flood risk.

West

In November, approval was granted to St Martino Ltd to convert the upper floor offices into 21 flats at the Marina Bowling & Recreation Centre (historically important as the former offices of the Ellerman Wilson Line) at the corner of Commercial Rd and Kingston St, opposite the Ice Arena.

The redevelopment of the Woodcock St area moved a step further in mid-December when a scheme for 106 two, three and four-bedroom dwellings arranged around an open space on a site bounded by Westbourne St, Eastbourne St, the Hull – Selby railway and Woodcock St was considered by the planning committee. A decision was deferred, however, to consider various details of the design.

October saw an application by HTS Design Services to change the old Western Synagogue, Linnaeus St, from its current use as a Judaeo-Christian Study Centre into offices.

In November, 11 storage and distribution units for the new Fruit Market with 160 car parking spaces were approved on land south of Henry Boot Way (Priory Park). Summergroves Way residents objected to it being relocated south of their homes but they were not successful.

East

Outline plans were submitted in October by Manor Mill Developments Ltd for a multi-use residential, retail and leisure development (including a casino) in a 17-storey building on the site of the former Rank’s flour mill. We have sent in our comments.

Jordan & Company’s resubmitted application to continue providing 24-hour pay and display car parking at their ‘Suds car wash’ site at the corner of Clarence St and Great Union St was refused. We were very disappointed, as this site provides useful additional parking for visitors to Old Town residents and businesses.

The housing scheme to refurbish Tower Grange, the large Edwardian house next to the police station, and build two small blocks of flats to the rear, was approved in December.

On 15th January, the Planning Committee were due to decide on the revised residential, retail and hotel development on the eastern bank of the River Hull (‘the Boom’). We wrote in November expressing our support for the principle of the development and recognising its important

contribution to Hull's regeneration, as well as the improvement of the built environment but argued for refusal of this particular application because of our concern that until adequate parking to meet present and future residents' needs and aspirations was assured, the development could fail as badly as the high-rise developments of the 1960s. We are particularly concerned about the quantity, location and security of car parking spaces for residents and their visitors. The detailed plans leave the issue of parking confused.

Our arguments are paraphrased below:

Long-term attractiveness: To continue to be successful, it will have to attract people whose jobs enable them to afford to rent or buy the apartments. These are also likely to own, or aspire to own a car. Even if they work in the city centre and walk to work, there are many legitimate uses for a car, including local and out-of-town journeys for which other means of transport are not suitable. Residents therefore need to be offered their own parking space, individually numbered, within the footprint of the building, with a minimum of 0.75 places per apartment and 1.5 spaces per house.

Learning from the past and from other countries: The scale of this development is comparable to the groups of tower blocks built in the 1960's, which deteriorated prematurely because they became unattractive to economically active residents. Hull cannot afford to have a repeat of this!

A similar-scale block in Barcelona would have extensive parking at and below ground level. Hull should aspire to achieve a similar standard.

Sustainable Development? We believe that, in its present form, this project does not conform to the spirit of Sustainable Development. Government guidance (PPG13) is primarily aimed at the economically successful regeneration by attracting economically active people to live our city centres.

Without adequate parking, these apartments will deteriorate over the medium term (and the whole of the development with them) because they will cease to be attractive to economically active and successful citizens. Sustainability is about providing city centre accommodation which can evolve with the circumstances and aspirations of the residents.

PPG13's guidance relates to the laudable aim of "reducing the need" for car journeys, not forcibly preventing city centre dwellers from owning a car .

Residents will have a lower carbon footprint by living in the centre and using their car some of the time, compared with someone who lives in the suburbs and uses their car all of the time.

We believe that the sustainable Development ambitions of the city will best be served by achieving economic revival as the first priority and that means making the city centre attractive to people to establish a stake in the fabric of our city.

Pressure on surrounding streets: Lack of parking within the development itself will lead to people seeking to park in surrounding streets in the city centre, exacerbating an already unsatisfactory situation. People having to drive around looking for a space to park is not a sustainable solution. Residents should have personally numbered parking spaces so that when they return at night, they can be confident there will be a space for them in a known location within the footprint of the building. People should not have far to walk, as personal security should be paramount, particularly at night.

Personal and Vehicular Security Unless continually monitored by security staff, parking under Myton Bridge is highly insecure both for people and vehicles. The car park on High Street under Myton Bridge was closed because of the regular occurrence of theft and vandalism.

Use of the Hotel Multi-Storey Car Park If residents are encouraged to use the multi-storey car park below the hotel, this must have a numbered place which cannot be taken by hotel visitors.

By the time you read this, a decision will have been taken!

John Scotney.

May Newsletter

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

Civic Society Officers and Committee 2008

(Including co-opted members)

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The committee would welcome expressions of interest from members of the Society who would like to be considered for election to the committee. Please contact our Secretary, Ken Baker.

Membership Subscriptions

At the Society's AGM on 2nd April 2007, it was decided to increase the annual subscriptions from £7 to £10 for an individual and £17 for a couple. Students pay £5, under 16s, £2

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