

HULL CIVIC SOCIETY NEWSLETTER

JANUARY 2004



Prince Street

Photo: John Scotney

In this issue: Ian Ashley Cooper, Winter Programme, Chairman's Report, East Hull revisited, 40 Years On – a Tale of Holderness Road, Ferensway Scheme Update, Windmills of Hull (3), Planning and Buildings, Good Marks, Readers' Letters, Civic Society Committee.

Ian Ashley Cooper

We were very sorry to learn of the death of Ian Ashley Cooper, aged 78, on 28th December 2003, following a stroke on 16th December. Ian was one of the founder members of Hull Civic Society, Honorary Treasurer for many years until March 2000 and continued as an active member of the Society's committee, taking a particular interest in planning issues and enjoying the cut-and-thrust of debate. Visitors were always made welcome at the Hull Stamp Shop in Princes Avenue, a venture that enabled him to pursue another of his interests after retirement from the profession of quantity surveyor.

We mourn the loss of a good friend and offer our sympathy to Ian's sister and family.

Ian Ashley Cooper - a Memory

Ian Ashley Cooper and I were friends from the earliest days of Hull Civic Society. Both attended the inaugural meeting, both were founder members and both served on the first committee under Archavier ("Archie") as chairman.

Ian was always to the fore in our first impact-making projects such as clearing the rubbish from the circular garden of Kingston Square opposite the New Theatre, to make way for its rejuvenation as the pleasant garden we know today. He was much involved, as we all were, with the seminal Report No. 1 on the Old Town, the inspiration of Archie and first draft by him.

After only a few years he was elected Honorary Treasurer and held that office for the best part of thirty years. During twenty five of those years, I was Honorary Secretary (or Chairman), so that we worked closely together. He was a meticulous Treasurer, accuracy his watchword as befitted a practising Quantity Surveyor. His financial statements at AGMs were knowledgeable, trenchant and amusing.

He liked to encourage social events and was adept at managing them - remember the "champagne" parties in the Guildhall, Society dinners in the old Hymerians' Club House, the millennial celebration at which Alan Plater was our guest and speaker!

Committee members will remember his house of character (and its approach through the meticulous lawn and the high hedges), the venue on many occasions for the despatch of the Newsletter, a co-ordinated effort by many hands, folding, enclosing and sealing, to the accompaniment of much chatter about Society - and other - matters and rewarded by drinks, hot sausage rolls and ample goods provided by Ian.

As overseer of CALM, I was often thankful for Ian's advice as a connoisseur of good pubs. His death is a sad loss to the Civic Society and I shall miss our chats in the Stamp Shop.

Donald Campbell.

Winter Programme 2004

All public meetings are held at the Royal Hotel, Ferensway, on Mondays, starting at 7.30 pm (unless otherwise indicated). Use of the hotel car park is free when attending our meetings and the Royal Hotel (formerly Royal Station Hotel) is well served by buses and trains. Non-members are welcome at all our public meetings and visits.

9th February - "St Stephen's" - Steve Berry, ING (formerly London & Amsterdam).
Steve Berry, who is responsible within ING for the Ferensway development (St Stephen's), will speak about the latest progress at a crucial time in this development.

8th March - "Hull New Architect Centre"

A talk and discussion about the City's new focus for design. The Centre will include a new 'iconic' and 'movable' building in the City Centre, supported by CABE (Commission for Architecture and the Built Environment).

29th March - 7.30 Annual General Meeting, (followed by refreshments).

8 pm - Cllr Colin Inglis, Leader of Hull City Council.

Colin Inglis, who has developed a reputation as a straight talking, no-nonsense leader, shares his thoughts, views and aspirations.

Spring and Summer Visits 2004

Details of further visits will be announced at public meetings and in the May Newsletter.

Monday 26th April - 7 pm - Island Wharf site. *Meet at Minerva Pier*

Monday, 7th June - 6 pm - East Park. *Meet at the main gates, Holderness Road.*

Sunday, 11th July - 2 pm - Warter Guided tour by Dr David Neave.

Come and explore the attractive East Yorkshire village of Warter, with a visit to the listed St James church, which is de-consecrated and only occasionally open to visitors. *Parking is available next to the school.*

May Newsletter

Many thanks to all our contributors. Please submit all items for the May Newsletter by 24th 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 reasons 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 to the new-year edition of the Hull Civic Society Newsletter. We start on a sad note and report the loss of Ian Ashley Cooper. Ian was a founding member of the Society back in 1964 and still served as a committee member. An individual passionate about his city, Ian will be missed!

I know many of you have enjoyed our Winter Programme. Neil Bradbury, Chief Executive of Hull Citybuild Ltd. opened the season of talks in September and spoke about how this new Urban Regeneration Company is set to transform the City. In October, we held a Transport Forum. The participating audience complemented the panel of special guests to provide a thoroughly enjoyable

evening. We then heard about the construction of the new Endeavour School at the site of the former Kingston General Hospital and finished off the year with Hilary Byers and her talk 'Conservation Matters'. In January, Kevin Walsh, Manager Director, Kingston Communications talked about Hull's unique telecommunications company. Towards the end of the summer, members of the Society enjoyed a guided tour of Bridlington's Old Town, courtesy of our colleagues at the town's Civic Society. During 2004 we shall be inviting you to visit the historic village of Warter, a guided tour of East Park (to hear about the Heritage Lottery grant) and a trip to Market Weighton as well as the usual Heritage Open Weekend.

The City's skyline continues to change and the Society keeps a watching brief. On a positive note we are delighted to see the restoration of the former Medical School facade in Kingston Square This has been incorporated into a much-welcomed residential development. (Several years ago the Civic Society organised a clean up of the facade). Similarly, the restoration of 52 High Street - the oldest warehouse in the City now being painstakingly restored and incorporated into a new office and residential development. We also welcome the ongoing and careful restoration of the former Annison's Funeral Directors buildings at Witham. Shortly before Christmas, a series of Planning Applications to regenerate St Andrews Dock was also approved and this includes the retention of the Lord Line Building and the creation of a Fishing Heritage Memorial Garden. Planning approval has also been given to the long awaited St Stephen's Development (Ferensway). Extensive demolition work started here several weeks ago and, sadly, included the loss of the Providence Inn.

One of our major issues of the year was to save the former Needler's Sweet Factory on Sculcoates Lane. Unfortunately, our efforts to save this fine example of industrial architecture failed. All traces of the once familiar landmark have gone and the site is earmarked for housing. Goodbye also to Plane Street Methodist Church. Planning approval has now been given to replace this fire damaged/vandalised Listed Building with a new health centre. We continue to express concern at the former Hull School of Architecture building on Strand Close and hope a new use can be identified soon. The Society was also disappointed to hear of the substantial demolition (For a car park) of yet another former cinema, the Holderness Hall on Witham. However, we have supported the City Council proposal to create two new Conservation Areas in East Hull - between Witham and Mount Pleasant and part of Holderness Road beyond Jalland Street.

The Civic Society has presented several venues in Hull with a CALM Award - the campaign against loud music instigated by our Vice Chairman and former secretary Donald Campbell. We also intend to erect several plaques at historic locations in the City during 2004 and have awarded Good Marks to the Judaeo Christian Study Centre, Museum Quarter and new Park & Ride at Priory Park.

Adam Fowler.

East Hull Revisited (Part 2)

Excellent news for anybody concerned about the promotion of East Hull's rich history is the proposal to designate two parts of Holderness Road as conservation areas - defined as "Areas of special architectural or historical interest, the character of which it is desirable to preserve or enhance." Two separate areas are proposed.

The first is from the eastern end of Witham to the Mount Pleasant intersection. It starts with 51-53 Witham, the former Midland Bank, a "lost bank" dating from the 1950s (not an inter-war building, as some historians maintain), a look-alike replacement of one totally destroyed by the 1941 air raids. Covering both sides of the road, it takes in the mock-Tudor Holderness Hotel, originally a coaching inn first recorded in 1843, the magnificently-tiled grade 2 listed Windmill Hotel of 1902 and some of the earliest terraces in East Hull, such as "Somerstown" (38-50 Holderness Road) and

“East Parade” (52-56). Both of these date from the 1820s and although no longer residences, they are good examples of early 19th century domestic architecture. Other buildings include the James Reckitt Public Library of 1889 and East Hull Baths (1897), two of East Hull’s finest public buildings.

The second proposed area begins just east of Durham Street, borders Garden Village, Hull’s earliest conservation area and continues up to the Tower Grange entrance to East Park. It takes in the imposing former residences such as Saxby House (no 346), at one time the home of T.R. Ferens, Wood Grange (no 435), built in 1880 for Francis Reckitt, Chestnut Villas (1880s) near Jalland Street, which has two Civic Society plaques for its famous inhabitants, J. Arthur Rank and Sir Alfred Gelder. The area includes such interesting features as the Grade 2 listed Ferens Haven of Rest almshouses of 1911, founded by one of the area’s most famous residents, and the superb art deco Astoria Cinema of 1934. Commendably, the areas go beyond the main road to cover other interesting buildings, such as Tower Grange House, the imposing Victorian mansion almost in East Park, the surviving horse tram depot in Jesmond Gardens (1876) and No 3 Dansom Lane, the former British & Foreign School, now a joinery workshop, designed by the noted architect H.F. Lockwood. It is hoped that the proposal goes ahead to protect these important buildings and further promote interest in this fascinating area of the city.

It is pleasing to report that one of the oldest buildings in the Wilmington area, the former Full Measure public house at the corner of Cleveland Street and Glasshouse Row has been re-opened, after two and a half years of disuse, as a music pub. Sadly, the name “Full Measure”, the last of five pubs so named in the Hull area has given way to the “White Room”, apparently to reflect its musical connections. However, the superb tilework has been retained, together with many interesting internal features. As with the Former Victoria Hotel in Chapman Street (see Sept 2003 Newsletter), it provides a link to the earliest days of the area before Cleveland Street existed. The pub was first recorded in 1837 as a beer house in “Wilmington Lane, The Groves”, belonging to Messrs. Gledhow, Dibb & Co. Beside it was Hull’s glass works, running almost parallel to the present Cleveland Street and, although not a successful enterprise, its existence is commemorated to this day by the still surviving Glasshouse Row. By the 1890s the works had been totally cleared and adjacent to the pub stood the Bon-Accord Oil Mills of J. & C. Stephens (one of the founding businesses of B.O.C.M. Ltd), along with the few surviving shops on the main road and scores of small terrace houses, long demolished. Parts of these mills, although closed by 1942, still survive, divided into small industrial units.

A commendation is surely due for the conversion of a large Victorian building on Hedon Road, which dates from the 1880s, into a restaurant/hotel known as “Platform One”, with the interior having a railway theme. In an age when the varied domestic buildings flanking Hull’s main roads are under continuous threat it is encouraging to see the total renovation of nos. 309 to 323 in this block (let’s hope the derelict buildings of 325-331 can also be renovated). The development provides an eye-catching feature beside the newly upgraded Hedon Road, almost opposite the Alexandra Dock, from which the block’s original name “Alexandra Buildings” is derived. They are noteworthy as one of only three or four 3-storey terrace blocks in East Hull, and also because they were not built to provide a family home “over the family shop”, but divided into tenements. A look at the local directories in their early days shows a strong presence of European-sounding names, carrying on such trades as tailors, jewellers, pawnbrokers etc. With its location just opposite the original (1885) entrance to Alexandra Dock and with the growing interest in both family history and in the movement of immigrants through the port in the late 19th and early 20th centuries, it is pleasing to see the building restored, not only as an imposing building on Hedon Road, but also as a memorial to the thousands of people who passed through the port from Eastern Europe and either made their home in Hull or travelled to other large northern cities to start new lives far away from persecution and oppression.

Work is soon to commence on the long-awaited makeover of East Park, now a Grade 2 listed park, which is hopefully to be included in the second proposed Conservation Area. The work follows the award of a £5.4 million Heritage Lottery Grant and £1.8 million from the City Council. The project will be phased over 27 months and will remedy years of neglect, being the first major facelift since its modernisation in the late 1960s, when the much-missed Lido was created. While conserving the park's historic character, it will hopefully provide an asset capable of giving pleasure to today's young people in much the same way as it did in the '50s and '60s to my generation and indeed till recently, before many important features were lost or allowed to become derelict and a general air of sleaze and neglect descended on the area. The fascinating Khyber Pass, much loved by generations of children, is to be restored and its bridge re-constructed. The attractive bridge over the Ferens Boating Lake, now almost a ruin, but which in the '60s featured on picture postcards of Hull, is to be restored and the nearly unique water chute, which has given thrilling rides for 80 years (and is, I believe, one of only two surviving - the other is in Scarborough's Northstead Manor Gardens), is to be refurbished. New features will include an animal education centre, an improved walk-through aviary and secure animal paddocks. It is hoped that while conserving the best features of the park's 132 acres, its new and enhanced facilities, which will include better security and CCTV, will make the area not only a much-needed area of greenery in the city, but also a place where all ages can go and enjoy the facilities in much the same way as in the park's former heyday.

Colin Cooper.

40 Years On - a Tale of Holderness Road



Photos: Colin Cooper

Exactly 40 years separate the two scenes shown above, both photographed by the author opposite the "boundary" on Holderness Road where a 1946 Sunbeam "W" trolleybus (no. 80) of Kingston upon Hull Corporation Transport waits to return to the city centre in September 1963, during the final week of the Holderness Road service 64 trolleybuses. The second photograph shows a Volvo Olympian of "Stagecoach in Hull", K.H.C.T.'s spiritual successor on a service 32 from the bus station to Bransholme. It is interesting to reflect just what progress has been made in the city during that time. Behind the houses depicted (no. 739-745 Holderness Road) we have the remains of the Summergangs Dyke, which crossed Holderness Road behind "East Thorpe" and originally formed the 1929 northern boundary of the city, joining the Lambwath Stream in East Park. Following the extension northwards of Hull in 1929, a huge area of land was set aside to help Hull "solve" its post-war housing problems. The 1951 Development Plan envisaged 2,400 new homes to be necessary, almost all Council-owned, to solve the crisis and replace substandard or unfit housing - and the Corporation had identified over 15,000 such properties in the city - approximately one house in six!

Ings Road Estate in 1964 was taking shape on part of the above extension, this being the final piece of the council estate “jigsaw” of East Hull which had continued unabated since the early 1950s and within a few months the replacing 54 motorbus service had already been extended to the new Savoy Road. The Hull Corporation, who had then almost fascist powers of compulsory purchase for derisory sums of money were effectively decimating the central area’s housing stocks and cascading thousands to the brave new worlds of Bilton Grange, Longhill and later Bransholme. Now 40 years on thousands of council properties from the 1950s and ’60s are unlettable and other homes such as the pioneering factory-built “Caspon” houses face an uncertain future and may well last little longer than the prefabs built by Tarran in East Hull. Desirable apartments now proliferate within yards of sites of “substantial” housing in the Northern Suburb or Charles Street Area and the Old Town, whose population in the 1960s was under 100 (mainly consisting of pub landlords, caretakers and market traders) grows day by day.

And what about Hull’s public transport system? The trolleybuses were condemned as “too bumpy and too slow” by the local press and there were “no tears at their passing” since they were being replaced by a gleaming new fleet of motorbuses (15 Leyland Atlanteans costing £6,000 each). However, this was well before the oil crisis and the revival of traction as a remedy for polluted, congested and grid locked city roads. The new buses were built by Leyland Motors of Leyland, Lancashire, who at that time was one of the largest builders of motorbuses in the UK and who in 1962 had taken over AEC, the “Builder of London’s Buses”, to give it almost 70% of the British municipal and private sector bus and coach market. 40 years on, following the well-documented downfall of Britain’s once-great commercial vehicle industry, Leyland Buses are no more. Many of our buses and coaches are built in Scandinavia and the last few Leyland Atlanteans, albeit operated by a ragbag selection of private operators, have only just disappeared from Holderness Road, where only recently have quality partnerships between council and operators given the impetus to the enhancement of public transport. Whether trolleybuses were “too slow and bumpy” is not an issue when traffic crawls for many hours of the day. Only since East Yorkshire’s commendable efforts to introduce stylish low-floor double-deckers on the bus station to Longhill & Asda routes has the travelling public had much to be cheerful about.

Returning to the buildings, those depicted in the two views have changed very little. No.745, Churchill House, formerly Baldwin House, to the immediate right was for many years the headquarters of the East Hull Conservative & Unionist Association. No.739 was for many years Saddington’s Bakery and has recently been reinstated as a private house. The conversion is first-class and provides an excellent solution to the many redundant shop premises which are worthy of retention as quality buildings along the city’s roads in 21st century Hull. Still surviving at no.741, is Latus’s fish and chip shop (for many years Burlington Fisheries) and one of four along Holderness Road that have survived continuously as “traditional” fish & chip shops since the 1920s. No doubt on a Saturday in 1963 it would have been packed with customers queuing for their Saturday fish & chip dinner, either at the end of the working week or before an action-packed afternoon at Hull Kingston Rovers’ nearby Craven Park stadium (now sadly replaced by a Morrison’s store).

But whoever could have foreseen in 1963 that the fish, 40 years on, would have most probably reached Hull overland or by foreign trawlers and that Hull’s giant fishing industry, which at that time boasted 123 modern vessels and employed over 10,000 of the local population, would be a memory, with much of St Andrew’s Dock, once the world’s largest fishing port, now occupied by an uninspiring Mickey-Mouse retail park named The Junction.

Colin Cooper.

Ferensway Scheme Update

At present, the former Yorkshire Electricity/Regal Cinema building is fenced off and interior materials are being stripped out. This has narrowed the adjoining footpath and pedestrian access to a nearby Ferensway pelican crossing is closed off. The demolition of this building is expected to be completed early in June 2004. The pelican crossing should then be available again.

Work is expected to start on the Bus Station/Transport Interchange in May 2004 at the Park Street end of the new road. As work on the road proceeds, Paragon Station car parking and the bus layover will by stages be transferred to new sites on the south side of the new road. The aim is to avoid disrupting Paragon Station car parking and bus laying over. The new interchange road should be completed through to Ferensway by July 2005. Some bus stands from the existing bus station will be relocated onto the former cinema site in July 2004. Some bus services will have to relocate to other starting points in the City Centre. After the interchange road is completed, the north wall of Paragon Station will be fenced off so that work can start on constructing the glazed entrances of the new bus stands.

The developers plan to start work on the St. Stephens retail development in March 2005 but the Bus Station/Transport Interchange will not be fully completed until July 2006. The sixteen months intervening period, with contractors working on both sites, might prove to be a difficult time for bus operations. Some buses will work from temporary stands just north of the barrier fencing off the work on the Paragon Station north wall.

Work on the demolition of the disliked Paragon House should take place between February and August 2005. Although the Bus Station/Transport Interchange should be completed by July 2006, work on the St. Stephens retail development would continue for a further eight months and is programmed for completion by March 2007. It is possible that changes will be made to the present plans for the retail development and the completion date might be later.

When the Interchange is completed, Hull will have a bus station similar to the one constructed in Huddersfield about twenty-five years ago. It will be greatly appreciated by the long-suffering people who use the present bus station.

Walter Houlton.

Windmills in Hull (Part 3)

The Rank family played an important part in milling locally from the 1840s and then nationally into the 20th century. John Rank moved from Sproatley, where he left his son-in-law Slater Eyre in charge, to a mill on Holderness Road and then to Southcoates Lane east mill in 1846. His eldest son James took over the Southcoates Lane mill in about 1851 and John moved to what we know as Rank's Mill on Holderness Road; he died in 1863. Joseph Rank was born to James and Mary Ann Rank (nee Parrott) in the cottages next to his grandfather's mill in 1854. James had begun with £100 in 1851/2 but by 1855 he was worth £700. In 1866 he paid £1850 for Stepney steam flour mill, and his son Joseph worked there for a while, and in Aberdeen in 1873. Joseph's mother had died in 1858 and when James died in 1874 the mill in Stepney was run by John Stephenson, brother of James' second wife, who had had a further nine children. James left £7000 but Joseph, his eldest son, received only £500 in 1875, when he became 21, on the understanding that he would not expect any employment at Stepney.

So Joseph took over Waddingham's Mill in 1875. Here he worked hard, but lost £200 of his £500 at this inefficient mill before deciding to rent West's Steam Mill (Holderness Road Steam Corn Mill), which had six pairs of stones. Here he shared the week with Thomas Richardson, grinding on Monday, Tuesday and Wednesday, while Rank ran the mill on Thursday, Friday and Saturday. Rank recovered his £200 in three months. He prospered and in 1885 bought the newly-erected Alexandra roller mill in Williamson Street. In 1891 he had built the Clarence Mill by

Drypool Bridge which was the finest in the country at that time and helped Joseph Rank to become one of the most successful millers.

Just beyond Waddingham's Mill was Bell's oil mill, built as a four-sail corn mill before 1822 but converted into a three-stamper oil mill. In 1834 it was run by John Petchell and William Henry Bell and from 1853 by Henry Hodge; the mill was dismantled in the late 1880s.

There were two windmills in Southcoates Lane, both built in 1819 with four sails. Several millers are mentioned at 'Southcoates' but as stated earlier, this is an area and does not necessarily refer to the Southcoates Lane mills. By 1853 John Skelbeck owned the one on the south side and it was run by Henry Clark in 1858. The eastern mill was the one taken over by James Rank from his father in the early 1850s. The only windmill that survives in Hull stands at the corner of Southcoates Avenue and Holderness Road. It was built in 1816 and had four patent sails; all shutters could be opened and closed by pulling the striking chain from the gallery. Today this is usually called Rank's Mill but has also been known as Eyre's Mill and Slater's Mill after Slater Eyre, who took over from his father-in-law and ran the mill for over forty years. In 1910 it was called 'Old Windmill' and since then it has been used as a store, a stonemason's yard and recently the cottages next to it, where Joseph Rank was born, have been converted into a public house.

The last mill on Holderness Road (apart from one further east at Sutton Ings) was built on the north side in 1817. Henry Clark was at this mill before moving to Southcoates Lane by 1855. Mary Fowler also tentatively suggests that James and maybe John Rank were associated with this mill for a while.

Along Dansom Lane there were four windmills, three on the west side and one on the east. The southern one on the west side was built in 1802 with four sails and called Dales' Mill, after William Dales the miller, from at least 1823-1837. A steam engine was installed in 1843 and the sails removed in the 1860s but the tower remained well into the 20th century.



The Subscription Mill was the second large cooperative mill built in 1801, probably by Norman and Smithson; it had 10 floors with 5 roller sails and a gallery at the seventh floor. In 1826 S. Watson was the foreman and William Cole the manager in 1857. It, like the Anti-Mill, was built to provide cheaper flour to the members of the Society (see the Pass Card). It traded reasonably successfully till the 1880s, but the value of its output was less than a quarter of

that of the Anti-Mill. In 1889 it was sold to a Mr. Fawcett, but closed in 1890 and was for sale by the liquidator. Reckitt's built their Brasso Mill on the site and perhaps we can mention here that although Reckitt's ran no windmills in Hull, Isaac Reckitt had employed Norman and Smithson, the Hull millwrights, to build Maud Foster windmill in Boston in 1819. Luckily this mill survives and is one of the few windmills still working commercially in England.

Further north, on the west side of Dansom Lane, was a Whiting mill, built before 1814, where W. Turner was miller in 1840-46. Almost opposite, at the top of Kent Street, was a corn and starch windmill built in 1818. In 1827 George Smith took over from Webster and Ward and ran the mill with William West junior until at least 1856.

The main concentration of windmills was to the east of the River Hull - more than twenty - but there were several in West Hull. Three were at Stepney on Beverley Road. One was opposite the Bull Inn between Grove Street and Park Lane. It was built in 1820 with four roller sails but burnt down in 1826, was rebuilt and then struck by lightning in 1830 (see account below). J. Heath was an early miller, then John Cherry by 1826 and Mr. Cuss in 1830. In the 1850s three of the Dales family are mentioned and Thomas Wright. From 1866 James Rank owned the mill, followed by his second wife, who employed her brother John Stephenson to run the mill as mentioned before. The mill was still marked on the 1890 O.S. map.

'This town (Hull) and neighbourhood were visited with a violent thunderstorm on Tuesday evening last. At about 8 o'clock the electric fluid struck the windmill of Mr. Cuss of Stepney, on the Beverley Road. The end of one of the vanes first received the shock and several pieces of wood were detached and the canvas sails were torn to shreds. The fluid then appears to have passed through the axle into the mill, passing downwards through the main shaft and countershaft both of which it shattered to pieces and then it passed to the ground floor and struck and shattered a part of the brickwork. A person who was standing at the parlour window of the Bell public house immediately opposite the mill observed the bolt strike the vane and says the mill appeared to totter and shake'.

Yorkshire Gazette, June 5, 1830 (quoting Hull Packet).

The second mill was built as a paper mill of eight storeys in 1796 by Norman and Smithson and had five roller sails. It was run by William and then Robert Smithson from 1805 till at least 1816. In 1823 Daniel Smithson was killed after falling from the mill and Thomas Smithson ran the mill in 1833. In the 1851 census returns there were seven journeymen papermakers, two assistants and several other workers, so it was obviously a large concern. In 1862 Smithson and Mayfield owned the mill and in 1892 it was still in full production and called Mayfield's Papermill.

The third Stepney mill, on the east side of Beverley Road, was built in 1795 and had five sails. In 1799 when William Subron had the mill it was rated at £40. It was offered for sale in 1822 and 1823. In 1863, according to Sheahan - and the drawing (right) - the windmill of Mr. G. B. Newton was gutted by fire and the four stones fell thirty feet to the basement and the five sails crashed to the ground.

In 1788 a five-sailed mill called Spring Row was built on the angle of Beverley Road and Spring Bank. It was run by Matthew Armitage until he died in 1800 and was to let as a wind cornmill of six floors and four pairs of stones in 1807. From 1811 it was run by Henry Blundell and William Spence whose firm became a major concern as colour and paint manufacturers. They commenced seed crushing and had two stamper presses next to the windmill, the tower of which remained well into the 20th century. The site of the mill and factory is still called Blundell's Corner.



Geoff Percival.

Planning and Buildings

Old Town

We seem to be on the brink of a population explosion in the Old Town. The new flats at 53-58 High Street are almost complete externally, restoring a more urban scale to the building line along the River Hull. Weth Estates' Cogan Court, off Bowlalley Lane, is now occupied and the same firm is now working on Victoria Chambers, across the road.

Since September the city council's planning committee has approved more office- to- dwelling conversions: 16 Bowlalley Lane (4 flats), 22-23 Silver St (3 one-bed flats in upper floors), Ruskin Chambers, Scale Lane (house) and 15-17 Wellington St (14 flats in the upper floors, cafe and child day nursery on ground floor). The mixed flats and leisure development backing onto the River Hull at 63-71 High St (between Church Lane Staith and Myton Bridge) was also approved in November. A revised outline application was approved in December for apartment blocks at "Blaydes Wharf" between Dock Office Row / High St and the River Hull, beside and in between the three disused dry docks behind Hull College. We objected to the design and scale of the first version, as the 7-storey blocks would have overshadowed the surrounding Georgian buildings, especially the former dock office (latterly Mutiny on the Bounty pub). This was brought back into use in September as Hull College Students' Union. More residential conversions await approval: Princes Dock Chambers (Princes Dock Side -10 flats), County Buildings (Land of Green Ginger - 8 flats) and the magnificent Humber Pilot Office (Queen St – 6 large apartments).



Hull College Students' Union
Photo: J. Scotney

The residents of Prince St submitted a controversial application to install gates at both ends, to be closed between 8 pm and 8 am on Friday, Saturday and Sunday nights only, to exclude inconsiderate visitors on the "drinking circuit" who tend to use Prince St in a variety of destructive and antisocial ways. While it goes against the grain to see any public right of way turned into a private road, we decided not to object, as the alternative would probably be an exodus of residents from this picturesque part of the part of the Old Town. The planning committee refused the application in December, mainly because the design of the fanlight above the gates would obstruct views through the arch even when they were open. A revised application was submitted in early January.

An intriguing application was approved in November to convert 28-29 Humber St into a museum, with a hole in the ceiling between ground and first floors. Nearby, in Blanket Row, permission was given in January for the CABA Architecture Centre to be built. Luminar Leisure were refused permission in January to change the Waterfront Hotel into an extension of the pub on the ground floor with offices above.

City Centre

Kingston Court, the apartment block opposite the New Theatre, which incorporates the 1833 facade of the Medical School, is almost complete and restores a proper sense of enclosure to the square. There has been rapid progress this autumn on Hull College's unusual Performing Arts block and other new and substantial, if less striking, buildings which have replaced the 30 year old prefabricated refectory and library blocks and Bestobel House. Work also started in late summer on the internal alterations to the Central Lending Library, and will go on at least until April, to the great frustration of readers, as many books are in store.

The revised scheme to convert the former Black & Decker shop under George St multi-storey car park into a cafe bar was approved in December. Residential schemes approved include Kemley House (corner of Spencer St and Prospect St – offices into 34 flats), 2 Jarratt St and 32 Percy St into dwellings, a new block of 6 apartments at Eggington St (facing onto Freetown Way, near Kingston Sq) and new apartments on the site of Danby's warehouse in Dock St, linked with alterations to two

Georgian houses (66-68 George St) that back onto the site. Other residential schemes put forward are for 94 George St (7 flats), 22-24 Baker St (new block of 24 flats backing onto the Georgian terrace in Albion St), Bond St (McAuley's Edwin Davis site), 77-81 Wright St (an attractive 4-storey block of 28 apartments in on the site of Windsor House Furniture showrooms) and another 6-storey block of 45 apartments on the blocked-off section of Wincolmllee behind Hull College's Performing Arts block.

Alterations to enlarge the wooden Coffee Shop on Paragon Station were approved in January. For news on the Transport Interchange and Ferensway Development, please see Walter Houlton's article.

East Hull

The shops below the stables at Annison's have been beautifully restored to their 1900 Victorian style and combined to form larger units. The future use of the building, which itself is being carefully refurbished is not yet known. Another landmark at the other end of Witham, the former Holderness Hall (later Gaumont) cinema, which opened on 16th November 1912, is being demolished for rebuilding on the site by Discount Carpets. Most original features disappeared when it became the Majestic dance hall in 1960. Permission to demolish The Lawns club in Sutton and build 14 houses on the site was refused in September.

West Hull



Anlaby Rd Methodist Church. Photo: J Scotney

Once the design of the proposed health centre at the corner of Anlaby Rd and Plane St has been approved, demolition of the listed but fire-damaged former Methodist Church (permission has already been granted) is likely to follow. The health centre will only be two storey, but a glazed "tower feature" is intended to be a reminder of the vanished church tower. Permission to build a large De Vere luxury hotel at Priory Park was approved in November.

At an additional planning committee meeting on 16th December, permission was given to demolish a number of derelict buildings in the St Andrews Dock Conservation Area. We are pleased that the Lord Line Building is now to be retained, but objected to the fact that the application includes neither analysis of their condition nor assessment of potential for conversion. Both the revised outline application for 222 apartments and houses around the dock and lockpit and the Junction Partnership's scheme to build "5 retail units and a leisure unit" on the site of the UCI cinema, Megabowl and Jazzbo Brown's bar at St Andrew's Quay, further west were recommended for approval to the Secretary of State, both subject to numerous conditions, including withdrawing permission for retail development on the site of the disused Bericap factory at Sutton Park. We objected to the St Andrew's Quay retail scheme, as we believe an extension of retail activity here would be detrimental both to the city centre and to Hessle Rd, but conditions were attached to limit the range of goods sold. The blank east-facing wall of one of Hessle Road's finest shops, Premier Menswear at the corner of Coltman St, is to have a mural on a polyester banner.

North Hull

The residential trend is spreading northwards along the River Hull, with approval in September for 8 flats at Anderson's Wharf, a former oil mill in Wincolmllee, now used for antique sales. On the other hand, a scheme for flats between 55 Pearson Park and Queen's Road was refused in October on the grounds that it would have a negative impact on both Pearson Park (spoiling the view of residents of Welwick House) and Queens Rd. Centre Renewals' outline application for 171 houses on the Needler's site was submitted in October. By the time the residents move in they will enjoy the protection of a Local Police Team base nearby on between Melwood Grove and Adderbury Grove, filling an unsightly gap on Beverley Rd. Humberside police had been asked to

revise the design to match the scale and materials of neighbouring buildings in the Conservation Area and the revised design was approved in December.

We objected strongly to the application to build a Lidl store and car park at the corner of Beverley Rd and Cottingham Rd, where it would add even more traffic to one of Hull's most congested junctions. The site of the Hull & Barnsley Railway's terminus at Cannon St will become a Network Rail maintenance depot (sadly, without rail tracks) if a recent application is permitted.

Conservation requires vigilance, so I was very pleased to be alerted by a member, Mrs Freeman, to an item she had spotted in the Hull Daily Mail about the University's plan to fell 8 purple cherry and 3 other trees at the Cottingham Road boundary of its campus. Fortunately, the original application, which I went to see at the planning office, showed that 12 new trees were to replace them, but it is very easy, however carefully we read the weekly lists, for unwelcome applications to be overlooked and go unchallenged. Please let us know if you spot something worrying!

John Scotney.

Good Mark – Judaeo-Christian Study Centre

On 21st September, we awarded a Good Mark for the restoration of the former Western Synagogue, Linnaeus Street, Anlaby Road and creation of a Judaeo-Christian Study Centre (JCSC) there.

Originally opened in 1903, the Western Synagogue was designed by Benjamin Septimus Jacobs an eminent and distinctive local architect. Circumstances brought about its closure in 1994. Despite being a listed building, it became victim to vandalism and deteriorated rapidly. In 1999 the building was purchased by Good News Travels who renovated and restored the building helped by local contractors and volunteers from home and abroad. It is now the HQ of Good News Travels and the EXOBUS Project and, importantly, houses the ICSC which offers exhibition, conference and educational facilities to the people of Hull. The centre aims to highlight the Jewish community's significant contribution to the city over the years.

The conservation of this building and its atmosphere is an important contribution to the physical environment of our city, and its restoration is clearly a work of quality intentions both in fabric and ethos. By 1999 much of the work was completed. The process is ongoing. Just recently four of the original stained glass windows, which had been stolen, have been located and are being restored to the building. There are imaginative plans for the future which are in keeping with the spirit of the building and its present and former function.

"It is a pleasure to commend the work of those whose vision, imagination and labour have given new life to this building. A building which represents the history, influence and integration of Jewish people in our city whilst providing an invaluable resource for the future." (Malcolm Sharman).

Good Mark for Museum Quarter

Hull Civic Society have awarded a Good Mark to Hull City Council for the creation of the Museum Quarter, High Street, Hull, which brings together four Museums - Streetlife, Hull & East Riding, Wilberforce House and the Arctic Corsair - in an attractive setting. The Good Mark presentation was held on 8th September during our Museums Quarter visit.

The concept of the Museum Quarter was planned several years ago and has been developed in several stages. Previously, each museum operated independently, but now they are brought together to provide a unique integrated experience. Visitors enter from a common attractive entrance and are presented with an array of experiences, including natural history and archaeology at the refurbished Hull & East Riding Museum, transport through the ages at Streetlife, Slavery at Wilberforce House and fishing heritage on the

Arctic Corsair. All are high quality, well thought out exhibits which bring alive their subject. The Museum Quarter concept makes an outstanding contribution to the culture of the City and everyone involved should feel very proud of a superb achievement. The chairman called for everyone to be an ambassador for Hull and promote the value of Hull Museums.

Streetlife, Hull & East Riding and Wilberforce House Museums are open daily (10am to 5pm Mondays to Saturdays and 1.30pm to 4.30pm on Sundays). Admission is free. The Arctic Corsair is open by guided tour on Wednesday, Saturday (first tours 10am, last 3pm) and Sunday (First tour 1.30pm, last 3pm). The vessel closed for the winter on Sunday 19 October 2003 and will reopen at Easter. There is a small admission charge. For more information, visit the website www.hullcc.gov.uk or telephone (01482) 300300.

Adam Fowler

The Renaissance of Hull - Comments on the Draft Master Plan (Part 1)

In September 2002, John Netherwood, whom we welcomed back to the committee last year, produced a 40-page comment on the Draft Master Plan, published the previous month. The following is a summary of John's comments.

Introduction

The aim of this report is to secure adequate funding for a myriad of smaller projects that would rid Hull of its downtrodden image. Most European towns and cities manage to create a clean, well cared for image. Hull has an overabundance of small areas of neglect, often in between major projects, for which no-one has responsibility, yet we stand comparison with anybody in major planting features such as the end of Queen's Gardens. Hull's flatness and lack of natural landscape features means that it can only be made attractive and interesting by what is put there (or removed). Hull's poverty-stricken image comes from the neglected ring between the attractive centre and the "leafy suburbs".

Design

Many refurbishment projects over the years have been let down by the quality of materials, finishes and street furniture which are chosen at the design stage. Street furniture should be of superior quality and unique to Hull. Use of the three crowns, or even the Cog, in the design would show people that they are in Hull and nowhere else. We need to rid the city of standard, "prison bar-like" street fencing.

Landscaping

"Hull can rightly be proud of its planted areas, shine out as beacons of colour and shape." An improvement out of all proportion to the cost can be much greater use of planters throughout the city. It probably one of the single most cost-effective that would transform the look of the city, but dumping planters on an unprepared site has the opposite effect. Better planting on roundabouts would be another good advertisement for Hull. We only need to look to the East Riding for good examples. Landscaping and street furniture should accompany traffic calming in Hull's bleaker side streets, to import an air of tranquillity which would have the effect of "people-calming" and promote better behaviour.



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projects

To come: Blot Spots, transport, railway bridges, promoting Hull to itself, shopping Streets, Hull - the Pioneering City, sculpture, the city cable car.

Summary based on report by John Netherwood.

Readers' Letters

Dear Editor

The September issue of the Hull Civic Society Newsletter is most interesting, not least for its East Hull flavour - thanks for publishing the notice of the relocation of my Local History Unit to the James Reckitt Library on Holderness Road. By the time the January issue of the newsletter is published we will have held our first series of Hull College's 'Know Your Place' local history classes in our new home in East Hull, and will have celebrated the 110th anniversary of the library coming under the control of the Hull Corporation (in October 1903), with a week-long programme of events at the end of October 2003.

As one of those responsible (with John E. Smith and Neil Edge, and others, of Hull City Council) for the Heritage Interpretation panels at various locations in and around the Old Town and the River Hull area, I am pleased that your contributor to the September issue of the newsletter, Colin Cooper, found the one on the Garrison Side walkway between North Bridge and Drypool Bridge of interest. However, his criticism that this panel does not feature East Hull history is misplaced. I think he would agree that it would be illogical for a panel, facing west, to illustrate features to the east, i.e. *behind* the person reading the panel! The panels were financed by various funding partners including Hull City Council and Cityvision (with Hull College providing my input) specifically to relate to the 'River Hull Corridor'. At least one of the other panels does feature East Hull history - all Mr Cooper has to do is to walk back *west* over Drypool Bridge from the Garrison Side footpath and look at the panel placed on the viewing platform immediately south of the bridge, on the riverside walkway adjacent to the Pease warehouses; this does feature the Rank's Mill and the Victoria Dock basin, which of course are in *East Hull*. A final heritage interpretation panel, yet to be installed within the landscaped area around the Tidal Surge Barrier, will face east and will feature some East Hull historical features.

I would be pleased to work with anyone or any organisation (who has the funding) to create similar heritage interpretation panels featuring other historic areas of East Hull (East Park? Garden Village? Reckitt's? Victoria Dock?)

Mr Cooper's suggestion that my Local History Unit should produce a publication recording East Hull's 'Lost Banks' is most interesting. Did I not speak to the Hull Civic Society a couple of years ago on the subject of the history of Hull's banks? (West Hull banks as well of course - one can't be too "*eastist*" about this). I will be pleased to send him a copy of my notes on this topic. Perhaps Hull Civic Society would like to sponsor the costs of a publication on this subject? I wouldn't *bank* on it though!!

Best wishes, and thanks for a fascinating issue of the Civic Society newsletter, from a recent *East Hull convert* (I've even learnt some anti-West Hull Jokes now!)

Christopher Ketchell
Local History Unit, Hull College
James Reckitt Library, Holderness Road
Hull HU9 IEA

Sunday 14 September 2003

Hull Civic Society

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