

HULL CIVIC SOCIETY NEWSLETTER

JUNE 2006



Hull Citadel Watch Tower and Plaque

(Photo: J.D. Scotney)

Contents: Programme; New Venue; Chairman's Report; Share Your Ideas! Oriel Chambers, WISE and the President of Ghana; Hull Screen; Kingston-upon-Hull & Her Neighbours - The Uneasy Peace! Book Review; Good Marks – Zilli's, Nest Café, Stepping Up (CityBuild) and 76-78 Beverley Road; Victoria Dock Primary School Summer Fayre – and a Plaque; Is a cut-and-cover tunnel such a good idea? Can you guess where it is? Planning and Buildings.

Summer Visits 2006

*Non-members are welcome to join us for all our visit and meetings, but places are limited on some visits. To give us an idea of the number of people attending, **please book in advance** with our Honorary Secretary, Ken Baker, telephone (01482) 224767 or e-mail kbaker@goodwin-centre.org*

Tuesday 11th July, 7 p.m. – Hull in Bloom Walk - *Meet at Queens Gardens Fountain (near the BBC building).* A guided tour of the floral displays entered in the Old Town section of the annual Hull in Bloom competition. The Old Town element of this is sponsored by Hull Civic Society. **Places limited – please book by phone, email or booking form.**

Sunday 3rd September 2 p.m. – What’s New in Hull – Coach Tour – *from Queens Dock Avenue (opposite the Fountain).* You’ve read about the city’s new developments in the Newsletter – now see them for yourself! **Fare £5** (Cheques payable to Hull Civic Society). **Advance booking essential – please enclose payment with your booking form.**

Saturday and Sunday 9th / 10th September - ‘Open House’ (Heritage Open Days)

An opportunity to visit many buildings in the city centre, suburbs and Sutton that are not usually open to the public. Programmes will be available at libraries and tourist information centres. Hull Civic Society and Hull City Council have worked together to arrange this event. **Advance booking is not necessary for Open House visits.**

Autumn Programme

All meetings will be held at the Royal Hotel (formerly Royal Station Hotel).

First Meeting: Monday 9th October, 7.30 p.m.

Other meetings: 13th November, 11th December 2006 and 8th January, 12th February, 12th and 26th March 2007 (all Mondays at 7.30). Details of speakers and subjects will appear in the September Newsletter.

Change of Venue for Civic Society Autumn Programme

The 2006-2007 season of public meetings will return to the Royal Hotel, Ferensway. We are grateful to the Northern Academy of Performing Arts for the use of their premises and wish them well, but wheelchair access has proved difficult. After careful consideration, a return to the Royal Hotel has been chosen as the best option. The southbound one-way flow on Ferensway, which started on 7th May is supposed to last for six months, so traffic should return to normal in October, but please check nearer the time of our first meeting!

Editor

September Newsletter

Many thanks to all our contributors. Please submit all items for the September Newsletter by 24th July. 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 (preferably) e-mailed to john.scotney@talk21.com.

Chairman's Report

Welcome to my Summer Report. In response to members' concerns about the noise, high steps and lack of disabled access at the Northern Theatre, we have looked at a number of alternative venues (all of which are very expensive), and have decided to revert to the Quality Royal Hotel.

The year started with the Society asking Hull City Council to designate the former Newland Homes Orphanage on Cottingham Road a Conservation Area. Established in 1896 by The Port of Hull Society for the Religious Instruction of Seamen, changes to Social Services mean that this kind of facility is no longer needed. The Council accepted our request and is now in the process of designating the Conservation Area. We also managed to get publicity about the appalling state of a terrace of former shops on Anlaby Road, opposite the KC Stadium. For months the properties had been left abandoned following a fire.

In April, we called on the University of Lincoln to plough profits from the sale of the Hooper Building in Hull back into the City. The Civic Society has long been a critic of the University of Lincoln's gradual withdrawal from Hull. By contrast, the Society welcomed proposals to transform the derelict Institute on Albion Street into a 30-bedroom four-star hotel with a restaurant, bar and concierge service. Over the years this fine 19th-century building has been a doctor's home, cocktail bar and nightclub. We also succeeded in persuading Humberside Police Authority not to demolish Gordon Street Police Station – Hull's oldest operational Victorian Police Station. Following refusal in February, the Authority resubmitted plans to Hull City Council to retain and refurbish the original buildings as a new Local Policing facility. English Heritage described it as making 'a positive contribution to the stock of buildings in the locality.' It was once used to house the Beatles to escape the crowds, when they played in Hull in the early 1960s.

Continuing the theme of good practice the Society was delighted to award a 'Good Mark' for the sensitive and thorough restoration of 'Annisons', 119-127 Witham, Hull. Other Good Marks were presented to Zilli's Continental Café, near Holy Trinity Church and Caesar's, Princes Avenue both for a combination of attractive décor and overall presentation, all helping to attract a vibrant, high quality café culture.



Walk led by Jo Byrne
on 8th May

The Summer Programme started with a visit to Arc – Hull's new environment friendly design centre on Castle Street or should it be Mytongate? I feel we have a duty to support the project and the design of the building certainly provoked some interest. We continue to develop a partnership with the Hull Townscape Heritage Initiative (THI) and on Monday 8 May Jo Byrne, Co-ordinator (and Civic Society Committee Member) lead a walk looking at some of the buildings that have benefited from this grants programme. By contrast, Andrew Wilson, Hull City Council's Horticultural Manager, leads a walk around the Old Town on Tuesday 11 July looking at this year's entrants for Hull in Bloom. Finally, we will again organise the public opening of buildings as part of the annual Heritage Open Days on 9 to 10 September 2006.

The proposed new History Centre behind Hull New Theatre has provoked an interesting debate on the Committee. Naturally, we are all in favour of the concept but some members feel uneasy about the loss of car parking spaces. Something we are united on is concern about the future of Hull's Indoor Market. This is partly a reflection of the changing nature of Hull's Old Town but nonetheless something must be done to inject new life into this part of our City! Busy time as ever!

Adam Fowler

Share your ideas!

If you have any ideas about how to rejuvenate the covered market or on the issue of parking provision (or any other local issue), please contact Ken Baker or any committee member. (Ed.)

Oriel Chambers, WISE and the President of Ghana



Photo: JD Scotney

On 6th July, WISE, Hull University's Wilberforce Institute for the Study of Slavery and Emancipation will be opened officially by the President of Ghana, John Kufuor. This, and the fact that Archbishop Desmond Tutu is its patron, indicates the worldwide significance of Hull's newest research institute. It is based at Oriel Chambers, 27 High Street, a purpose-built office block by William Botterill (1879).

John Scotney

HULL SCREEN RE-OPENS IN GEORGE STREET

Hull Screen re-opened with the latest version of *Pride and Prejudice* on 28th April at its new home in the University of Lincoln in George Street, next to the YPI. The auditorium is a ground-floor lecture theatre, refitted with cinema seats transferred from the Library.

This season's films are of the high standard that Hull Screen regulars are accustomed to: a variety of very good (as opposed to heavily promoted) mainstream films, children's films and one or two excellent foreign ones as well. The programme leaflets - available at libraries and the City Hall Box Office - give a useful review of each film.

Adult prices range from £3.50 to £5, (50p cheaper for concessions and early booking of the evening performances). Four ticket-stubs give one free admission to a subsequent performance. The Saturday matinees cost £1.50. Tickets can be bought at Hull Screen (just before the performance), the City Information (Central Library), the City Hall Box Office or by telephone (01482-327600). I would recommend a reservation for popular films, even though the system does not yet reserve specific seats.

The new venue is still very central - only $\frac{1}{4}$ mile away from the bus station in Albion Street and Bond Street - and is served by all the buses that cross North Bridge and Park & Ride buses from Priory Park and Walton Street (alight on Wilberforce Drive). The car parks in Mason Street, Charlotte Street Mews (and George Street multi-storey in the daytime) are very close.

It is sad that despite the best efforts of Hull Screen's manager, the local media completely ignored its re-opening and, if they mention Hull Screen at all, repeatedly describe it as an "art-house cinema", as though it were something rarified, instead of for everyone. The Hull Daily Mail now includes Hull Screen in its listings, but why not in its film reviews, which many people consult when choosing an evening out? Hull Screen's two-monthly programme is easily obtained.

The original Hull Screen received Hull Civic Society's 3rd Good Mark when it opened in 1969 and its successor is still one of Hull's great assets. If you haven't been before, I recommend a visit!

John Scotney.

Kingston-upon-Hull & Her Neighbours - The Uneasy Peace!

Of late there has been much "hot air" in the local press vis-à-vis the future of Kingston-upon-Hull, and some vociferous replies to the ill-conceived findings of the Channel 4 team, who gave the city a wholly unfavourable critique. The findings of this programme were, without any doubt, based upon ignorance, shoddy research, and apparently grounded in statistics. Despite this, citizens felt justifiably angry enough to put pen to paper. Mr Brian Parker, who is a shrewd gentleman, wrote to the Hull Daily Mail on 14th September. Brian's observations are grounded in the reality of knowing the ancient city very well indeed, and having a sound grasp of the attitudes - both public and civic - of the people who live and work here. This article is an attempt to illustrate one or two of the aspects, both good and bad, that have helped the city move forward, or, in some cases have retarded progress.

It is a little-known, but nevertheless historical fact that the Royal Charter granted to Kingston-

upon-Hull on 10th May 1440 by King Henry VI confirmed all earlier charters and recognised Kingston-upon-Hull as a County with borough incorporation. This extensive document, one of the most important stages in the development of the town of Kingston-upon-Hull, is remarkable in that it not only constitutes the incorporation of the borough, but it also makes it into an independent county, giving it power to elect its own Sheriff in place of the earlier four Bailiffs. Only a few towns obtained this privilege. In 1447 another Royal Charter (10th March) in the 25th year of his reign, King Henry VI gave the town the right to have jurisdiction over a number of neighbouring places including Hessle, North Ferriby, Kirk Ella, Swanland, Willerby and Anlaby with Haltemprice; all of these places remained a part of the extended county of Kingston-upon-Hull until 1835, the operative date of the first Municipal Corporations Act. Described by one author as a "revolutionary Act", one of its provisions was to give the town 7 wards, 14 aldermen and 42 councillors, and it abolished the exclusive rights of trading reserved to freemen, mysteries and handicrafts etc. According to Hadley, King Henry stayed at Leconfield Castle, (one of the seats of the powerful Earl of Northumberland), progressed to Beverley and thence to Kingston-upon-Hull, where he rested for two or three days and was entertained by the Corporation in a manner appropriate to their loyalty and gratitude for royal favours. So important in "Royal" eyes was Hull, that upon the death of the Lord High Admiral of England (the Duke of Exeter), authority was granted to the Corporation to choose an admiral whose authority extended over 'the town and county and the River Humber', not subject to the jurisdiction of any other admiral. This Act further enhanced the status of the town when the Mayor was entitled to have carried before him an erect sword, (still in the Guildhall) as the representative of the King; and the aldermen and members of the Bench were granted the liberty to wear robes and hoods in the manner of those of London. So much for Kingston-upon Hull being "off the beaten track", or a poor place to live! The Act was also significant in that it extended the area in which the Bench exercised their authority as justices of the peace. I have quoted extensively from Mr Parker's letter.

The wider county ended after the Municipal Corporations Act - the logical corollary to the Great Reform Act of 1832 - when Hull's boundaries were re-drawn to the size of the town.

Another correspondent, Mr. Till, quoted in Brian's letter to the Hull Daily Mail, refers to Hull having a "30 mile radius". This is more complex. Again, few know just how illustrious or even infamous some aspects of the city's past are. So much has to do with resources. The roots of the "them n' us" mentality that has developed over the years began way back in the Middle Ages and the reason was water. Even today this is a much-prized commodity, without which civilised life, as we know it, could not exist. The problem of supplying the growing town with water led to insurrection and bloodshed. In the Middle Ages, the town obtained its water supply from more than one source. Research reveals that the main supply of water had been coming from Anlaby and the lands of John Wake (1292) along the Dernynghamdike (Derringham Dike). Before the town had received the authority to govern the outlying villages in Henry VI's Charter of 1447, there had been a long period of social strife which Frost in his book 'Notices of Hull' mentions in great, if somewhat dramatic style. There occurred an event in 1376 which was to fester and develop into all-out war between the villages to the west, and the town of Kingston-upon-Hull. All the early historians, Gent, Sheahan and Tickell, make reference to this momentous event. "This year, (1376) the Mayor and Burgesses of Hull, made great complaint unto the King that their town had no fresh water, nor could they procure any but such as was brought daily in boats from Lincolnshire at great expense, trouble and damage". The Mayor claimed this situation was because "Neighbouring towns in Yorkshire, such as Hassell, Anlaby, Cottingham and others had combin'd together and absolutely refus'd to let them have any of their fresh streams". The King, Edward III, had earlier in the 14th century visited the town, had knighted both John and Michael de la Pole and had a special interest in the town which his grandfather had bought from Meaux Abbey in 1293. King Edward ordered a 'Commission of Enquiry' led by Sir Michael de la Pole and other knights. The commission's findings were bound to cause tempers to flare. They ordered that a large canal, the 'Wayour', should be excavated to convey water from Springhead so that Hull might have a water supply. In a typical 'tit for tat' motion, the inhabitants of Anlaby, Hessle and Cottingham complained to the King

that their lands would be ruined. King Edward, in an effort to solve the problem, ordered a second commission, but died in 1377 before anything was ever resolved.

So far, everything had been within the realms of the law, but the award of the first Royal Commission left feelings of anger, bitterness and resentment amongst the villagers, who perceived royal favour as being unfairly weighted in favour of Kingston-upon-Hull, to their detriment. In 1392, the issue exploded. The citizens of the townships to the west of Hull banded themselves into a sort of armed federation (bearing in mind this was only eleven years after the Peasants' Revolt!) "They sent out marauding parties, who compelled numbers to join their standard, under fear of personal violence and eventually laid siege to Hull, which they threatened to raze to the ground. They diverted the course of the canals by which the town was supplied with fresh water, and they prevented provisions from entering the town from the country". Eventually they retired to Cottingham where they camped. The Sheriff of York appeared on the scene, dispersed the mob and took the ringleaders off to York, where records of the Yorkshire Assizes mention that many of them were executed, but others received a pardon, on certain conditions (divide and rule!). However, this did not put an end to the problem, which festered on and off for a further twenty years, until under great stress, the Mayor omitted making a submission to King Henry IV, who had been refused entry into Hull in 1399, after landing at Ravenser to depose Richard II, and applied to the highest authority, namely, the Pope, in Rome. Hadley, in his "History of Hull" (1788) quotes extensively the reply sent by the Holy Father in the form of an exhortation. The Pope, John XXIII¹, referred the matter to the Council of Cardinals, who drew up a lengthy warning, threatening the villagers with "Hell Fire and Damnation" if they continued in these acts of violence towards Hull. This was in 1412 and seems to have had the desired effect. The Corporation was to be responsible for its cleaning (scouring) right up until the 19th century. At times referred to as the Julian Dyke, it was later culverted and flowed down into Hull to a large freshwater lake called the Bushdike (sited on what is now the Princes Quay area) from where "bushmen" carried water in long wooden vessels to sell in the streets of the town.

Today the 'conflicts', if there are any, are more cultural and social. There has been a tendency, since the 18th century to move out of Hull, and reside in the countryside to the west. Villages such as Anlaby, Kirk-Ella and Swanland have developed into wealthy, leafy areas, with fine, majestic houses and villas and are often perceived as the abodes of the 'posh set'. The stereotypical image of the inhabitants of these western villages is that they often attend the opera, the theatre, many events at the university and, if wealthy enough, send their children to Hymers College or the (now private) Grammar School, recently relocated in Anlaby. The politics of a Labour-controlled council, and their concept of education were not always conducive to the idea of a 'Grammar School' per se, which they made great effort to turn into a comprehensive school. Hence a clash of interests and contrasting philosophies.

People outside the city go home straight away from theatres and similar, in fear of street violence, bad language and the drugs scene. This anxiety is quite widespread, but Kingston-upon-Hull, in truth, is no better and no worse than other such cities. Hull does not have a gun culture like Nottingham, for instance. The vast, sprawling council estates and the spurious reputation Bransholme and other districts have received over the years tend to accelerate this pathological fear.

In the 18th century, rich merchants like the Raikes family built large splendid, mansions in Hesslewood, Melton and Ferriby. This trend accelerated in pace after the First World War, when fresh air and large-lawned gardens became the vogue. At that time Kirk Ella became the "in" place to live for any one who counted. In recent times Swanland has eclipsed the former, and West Ella is a typical estate village more suited to the Cotswolds than the suburbs of Kingston-upon-Hull. These people may often make their wealth in Hull, they shop there and, along with others along the road network, attend its theatres, societies and evening-classes - anything but live there. However,

¹ Pope John XXIII was the Anti-Pope, 1410 to 1415, during 'The Great Schism', not to be confused with Pope John XXIII, 1958-1963

there are select areas within the city's boundaries. We have The Avenues, Anlaby Park, Garden Village, Sutton on Hull, and Bricknell Avenue. The wealth of this city was based on wool in the Middle Ages and later, fish was a one day wonder starting in the 1860's and ending with the Cod War of the 1970's; just one century.

Kingston-upon-Hull is the correct term to use. It is a "Royal Foundation" and one with an illustrious past. We should all be proud of it, even if, like me, you live outside the boundary (in Anlaby) and have the sword of the Pope's threat still hanging over your neck! Few cities boast so ancient an institution as The Charterhouse, or Trinity House School. Attitudes take a long time to change. Prejudices even longer. The people of the 'outlying villages' when, about ten years ago, it was mooted to incorporate them once more into the City of Kingston-upon-Hull, howled in frantic protest at this threat. I'm sure the SATs Test results would be remarkably different! Hull is rather like an island in this sense, and for other reasons (flooding etc) was once called 'The Isle of Hull.' No, success for this up-and-coming city is already manifesting itself. The innate snobbery of the protesters outside is because they don't want "those sort of people living next-door". It is about corporate perception, of living in the 'right place', knowing the 'right people' and having a big, posh house to impress. I suppose we're all snobs at heart. For my own part, at times I confess that being a member of the Teaching Profession, I am something of an academic snob. I believe, like its past, Kingston-upon-Hull has a great future. At one time county people came to Carmichael's of George Street, almost the 'Harrods of the North'. Those times have gone, the nature of shopping, travel and many other things have re-shaped our lives since the war. The Abercrombie Plan was a great idea which never got off the ground, because, I believe, there was not sufficient investment. The St. Stephens Project is transforming the city. With greater interest, the city will flourish. Mr Brian Parker is correct. Hull is not at "The end of the Line"; rather at the beginning. As trade may flourish with Europe and the wider world, Hull is ideally situated. It may be that others, fearing the haemorrhaging of their present trade, encouraged the Channel 4 Team to paint such a bleak and dishonest picture of Kingston-upon-Hull.

It is just my theory and that of a few close friends, however, that when the St Stephens Project is up and running, many people will stay here, and shop and trade, thereby generating wealth, providing jobs and security and, most of all, giving this city back its dignity to stand tall and rank as even as all the other cities in the Kingdom. Hull people are tough people; this is borne out by their intractable resilience during the Blitz, when for strategic reasons, the City was referred to as an "East Coast Town". The fishermen of this City will go down in history as a remarkable race of people. Their abode - Hessle Road - may no longer be the thriving hub of a major industry, but visitors to the City know of its myths and legends and they know the City has produced great sons and daughters: not just Andrew Marvell and William Wilberforce, but the likes of Ann Watson, Mrs Marie Hall (author), Ian Carmichael, et al. The list goes on.

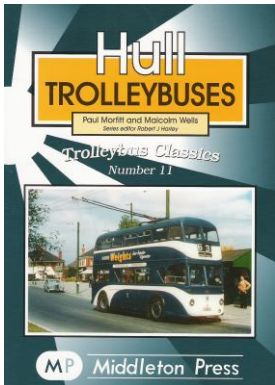
The university is impressive and, despite cuts, continues to attract students from all over the world. New cruise liners come here and the road network system is poised to put the City firmly on the map and, to put the icing on the cake, Hull Trains have gained a prestigious reputation for being effective, well-organised and punctual, placing Kingston-upon-Hull in direct communication with London and The City.

What more? I've covered much, and I hope the readers of this article enjoy reading it as much as I've enjoyed collating the information and writing it. It is an honour to be a member of the Civic Society, which is doing a splendid job, and long may this institution flourish and encourage pride, dignity and worth in this lovely ancient town of Kingston-upon-Hull.

Peter Asquith-Cowen
(Former teacher, writer, thespian and commentator)

Book Review

You don't need to be an aficionado of Philip Larkin's "flat fronted trolleys" to find Paul Morfitt and Malcolm Wells' book "Hull Trolleybuses" a thoroughly fascinating read.



From the full colour photo on the front cover, of a 63 trolley resting at its terminus on Beverley Road, right up to the very last picture of a model of a projected - but never built - single deck trolley for Chanterlands Avenue, the book is a treasure trove of pictures, not only of the vehicles, but, for a wider appeal, of the era in which they existed.

The cover photo itself features a smart Coronation class trolley, resplendent in the Hull Corporation Transport blue and white "hoops and swoops" livery of the later forties, fifties and sixties. Even if this does not evoke memories of childhood trips to school or town, or adult trips to the cinema or to work, then you'll be fascinated with a glimpse of the Hull through which it was running. Look at the beautiful car - is it a Jag? - parked where now a plethora of lines and signs threaten you with a ticket; look at a road

surface devoid of the intrusive white lines and yellow lines; look at the crewman, who has time, in those less time-sensitive days, to stand and have a breath of fresh air - or cigarette smoke! - and then open the book and take a trip back - by trolley - to a Hull in which life was less frantic, less demanding.

There's a brief introduction, and then it's on to that treasure trove of photos. Look at Queen Victoria Square, where these days pedestrians stroll and musicians play, now bustling with trolley buses and other motor traffic going this way and that. Look at King Edward St - no Big Screen here, but now a wide road affording terminus facilities for the hard worked trolleys, now a one-way race track with four lanes of traffic so busy that it needed a policeman on point duty to keep it all in order! Look at the wartime bomb damage on King Edward St, and the trolleys gliding nonchalantly by as if nothing has happened, and then the various phases of rebuilding. Look at a street you would hardly recognise as being in Hull - until you spot the familiar three domes of what is now the Town Docks Museum towering over it all like a brooding mother.

Move out further afield to Spring Bank - with Duggleby's toy shop on the corner and, inevitably, a crowd of boys outside with their noses pressed to the windows gazing in at the Corgis and Dinkys, the Hornby and the Meccano! Look at Botanic corner, traffic coming over the railway level crossing, directed by the policeman in his box under a spider's web of trolley wires. Look at Chants, Princes and Newland Avenues. Why do they look so much wider? Then you realise: their width hasn't been halved by a nose to tail bank of cars parked on each side! Then Cottingham Road - no endless stream of traffic here: it's almost a quiet lane in leafy suburbia!

On to the east of the city. We see North Bridge at almost 4.30 in the afternoon - and only four vehicles in sight - and two of these are trolleys! Did they have rush hour in those days? Further up Holderness Road, and many pictures have hardly a private car in sight. There's an old green telephone box with wrought iron on the roof - there's one in the market hall if you've never seen one! - and, wait a minute - a busy road scene between Southcoates level crossing (now Mount Pleasant) and Craven Street, bustling with traffic, but, unlike its modern counterpart, it's moving quite freely, with not a parked vehicle in sight. There's even a helpful policeman to get you across the belisha crossing!

Anlaby Rd and Hessle Rd, too, are quiet, and, by today's standards, almost devoid of traffic - except for the bustling trolleys.

"Hull Trolleybuses" is well researched, lavishly illustrated and a tribute to the authors' dedication to an almost forgotten mode of transport. When you come to the terminus you may still be none the wiser about the difference between a Crossley and a Coronation, but you will have had a fascinating trolleybus journey through a Hull which you will barely recognise, and enjoyed, I guarantee, a detective game of working out the locations from the landmarks which we can still see today. Enjoy the ride - I thoroughly recommend it!

"Hull Trolleybuses" by Paul Morfitt and Malcolm Wells is published at £14.95 by Middleton Press.

Stuart Spandler

Good Mark – Zilli’s

Zilli’s Continental Cafe is situated at the corner of Posterngate and Trinity Square, occupying a prime location opposite Holy Trinity Church. From the outside Zilli’s is dominated by large picture windows offering first class views of Holy Trinity Church and the ‘Old Town’. The entrance, enhanced by large potted plants, has a retro feel as if we are stepping back to the heady days when Jazz was ‘it’, and indeed the jazz music does play, enhancing the feel of this very attractive venue. The Café is ‘L’ shaped and boasts a very attractive long bar, illuminated by chrome multi-headed light fittings, which reflect the clean lines of the interior fixtures. The rough-textured tiled floor, in shades of brown, complements the cobbled street and brick set pavement without. Muted tones of brown and cream constitute the primary colour scheme, with splashes of red forming an effective contrast. The boarded ceiling is cream, giving height to the room, and looks down on the simply designed tables and chairs.

This is an ideal place for an excellent cup of coffee and tasty tapas, and customers can look forward to the extension of the venue outside in the summer months, as they occupy stylish tables overlooking trees and the awe-inspiring church.

Zilli’s is most deserving of its ‘good mark’.

Sue Roach.

NEST CAFÉ GOOD MARK

Ideally positioned on the corner of Thoresby Street and Princes Avenue, the Nest is a step back in time to the ‘forties’, conjuring up visions of headscarved housewives queuing for rations. Many of the original features of this once Butchers shop remain: the welcoming ‘Family Butcher’ sign to the front, picked out in original tiles, stained glass windows, and a beautifully tiled interior, the majority of which appears, too, to be original. Although the quarry-tiled floor is much worn, it is completely in keeping with the ambience of this little jewel. Surveying the scene one can imagine the numbers of customers who have passed the time of day with the master butcher of his time.

A plethora of other period pieces adorn the interior: the scales, the telephone, the chandeliers and the tracking for meat hooks (now bearing a copper kettle). To the outside, period fencing has been added to create a small paved al fresco eating area, shaded by an awning which further complements the feeling of bringing our recent past into the future. The furnishings are an eclectic mix of chairs, tables, desks, padded seats and old pub tables, but together they form a coherent whole, fitting the building exactly.

The building just begs a visit and it would be hard to pass it by without a peep inside, being careful not to trip over the imaginary butcher’s bike, which one can almost see propped outside! The Nest is deserving of much success and a quality mark.

Sue Roach

GOOD MARK – STEPPING UP – HULL CITYBUILD



Hull Civic Society is pleased to award a Good Mark Hull Citybuild for their bold initiative in transforming derelict sites into redevelopment opportunities – tidying up the cityscape and promoting development in one bold move.

Few citizens of Hull below the age of 70 can remember a city devoid of the eyesores that are dilapidated buildings and empty sites covered in rubble and weed. Hull, perhaps, had more than its fair share, owing to the devastation wreaked by the bombs of Nazi air raids during the dark days of the early 1940’s.

For too long they have blighted what has slowly become a very attractive cityscape; blighted not only visually, but also economically: they were hardly an incentive for potential developers to come along and breathe new life into the city – who would pour money into developing a site opposite an eyesore?

Hull Citybuild has begun a programme of tidying up the derelict sites by masking the buildings in all-over cladding and fencing off the sites with attractive hoardings. The buildings are concealed behind an eye-catching orange or blue cladding bearing the words “Stepping Up”, and “Development Opportunity” – a bold statement that this is no longer an eyesore, another derelict corner; this is now a “Development Opportunity.” For anyone wishing to take advantage of it, the website’s there, too: www.hull.co.uk. But the most striking thing about the cladding is a very bold arrow motif in white, pointing upwards and forwards. If the Stepping Up slogan doesn’t make the point, then the arrow certainly leaps in to re-iterate the fact that this site is just one of the redevelopment sites within a city which is on its way upward and forward in no uncertain terms.



The whole site is fenced off with a hoarding about ten feet high in the same striking colours, bearing a series of “feel good” pictures of life in the city: the Tigers, Hull FC winning their Cup, the KC Stadium, The Deep; skateboarders emphasise the fact that the young have plenty to do in the city; there’s a picture depicting vibrant nightlife, families enjoying quality leisure time, eating out; of course, there’s the iconic Humber Bridge, and the now equally iconic and aptly named P&O vessel “Pride of Hull”; a

picture of Warehouse 13 epitomises how Hull’s have been spectacularly transformed for life in are artist’s impressions of St Stephen’s, and Queens Court building emphasising that this is this IS 21st Century Hull.



once decaying buildings the 21st century; there The Boom, with the not just pie in the sky,

Sites thus treated at the time of writing are Burnett House at the Market Place end of Castle Street, the area off Waterhouse Lane earmarked for the Quay West development, and the “toothless gap” between the Revolution Bar and Jaz on Lowgate. There’s a real “feel good” atmosphere to the whole treatment: it’s a bold and, as you pass through the city, unmissable statement that Hull is on the move, stepping up (a gear?). It really makes you want to be part of it.

In awarding this Good Mark, Hull Civic Society congratulates and thanks Hull Citybuild not only for tidying up the cityscape, but also on its bold vision and statement of confidence in the future.

Good Mark: 76 - 78 Beverley Road



A little over two years ago, on the day Terry Sanderson exchanged contracts to buy 74, 76 and 78 Beverley Road, an arson attack gutted number 76, the former Toynton Hotel, leaving a gaping hole in the roof. Mr Sanderson planned to continue the previous owner’s conversion of the double-fronted number 74 into nine flats. Undeterred by the setback, Mr Sanderson has re-roofed 76 and 78, renovated them retaining internal and external architectural detail and plasterwork created five spacious flats in each house, with a secure parking area at the rear.

The restored properties, part of a row of six houses between Strand Close and Harley Street on the eastern side of Beverley Road, were built between 1863 and 1867 as Granville Terrace. At that time, each terrace was numbered separately, so the present 74, 76, 78, 80, 82 and 84 Beverley Road were, respectively, 6, 5, 4, 3, 2 and 1 Granville Terrace. Hull Civic Society has awarded a Good Mark to Mr Sanderson and his team of builders for a sensitive restoration of a fine pair of Victorian houses to provide attractive dwellings for 21st century tenants.

John Scotney

Victoria Dock Primary School Summer Fayre – and a Plaque



Sunday 11th June was bright and sunny for our school's first Summer Fayre. There were lots of interesting and exciting stalls, games, competitions and refreshments, catering for young and old.

The proceedings began with a fancy dress parade from the Village Hall to the school via the citadel! This important stopping-off point was combined with the unveiling of a plaque on the citadel on behalf of the Civic Society, and also marked the official opening of the Fayre at 2.00 p.m. Guests were invited for refreshments at school and to judge the fancy dress competition.

Sue Roach

Is a cut-and-cover tunnel such a good idea?

Many people and organisations support CityBuild's idea of a cut and cover tunnel under Castle Street. They see the advantages but seem to turn a blind eye to the disadvantages. Hull is a port and an industrial city, much of the industry and port being east of the River Hull. Delays to traffic on the A63 Castle Street and A63 Hessle Road are adversely affecting East Hull's port and industry, thereby damaging the economy of Hull. A scheme to reduce delays on the A63 Castle Street and A63 Hessle Road is urgently needed.

According to the Regional Transport Board, the timescale for delivery of the A63 Castle Street Improvement Scheme is 2010-2014. I think that the Regional Transport Board would prefer a cheaper scheme for Castle Street than the cut-and-cover option, which is said to cost £170m, as they have three times as many transport schemes on the stocks as the government is likely to provide funds for up to 2015-16. Highways Authority and Local Transport Plan major schemes (costing over £5m) during that period in Yorkshire and Humber are likely to cost a total of £2,350m and the government will probably provide £805m. Improving rail and road access to the Humber ports is a priority for the Regional Board but I think they would prefer a cheaper way of improving pedestrian access across Castle Street.

The leader of the Hull City Council is the representative for the four Humber Local Authorities on the Regional Transport Board. It is important to keep up the pressure on both the Highways Authority and the Regional Transport Board for a Castle Street Improvement Scheme to make progress. It would, perhaps, help if more Hull City Councillors attended Yorkshire and Humber Assembly events.

Cut-and-cover sounds simple. Humberside County Council certainly thought so with their tunnel under the River Hull at Kingswood. The excavation sprung a leak and, as fast as it was being pumped out, it was filling up with beautifully clean water. After spending a small fortune on electricity for the pumps, Humberside realised that the water was coming from the chalk aquifer and came to the conclusion that they were trying to pump out the Wolds! They then filled it in and built a bridge, which only occasionally opens for river traffic. Ground conditions in Castle Street are far from ideal for cut-and-cover construction operations.

The details of the cut-and-cover scheme or how long the tunnel would be are not known. One of the diversion routes would probably be over the listed bridge crossing the Marina entrance in Wellington Street. It is not clear where other diversion routes would be. It is not known how long the tunnel would be. Possibly the ramp would start going down about half way from Daltry Street to Ferensway and there would be one lane of the surface road on each side of the ramp. After about 140 metres, the tunnel would start and the two lanes of the surface road would come together to make a road three lanes wide. Traffic heading for Ferensway/Commercial Road would have to leave the trunk road before the tunnel started and go via the local road over the tunnel. At the other end, the ramp to the tunnel might start going down about 200 metres after Queen Street.

There might be two parallel tunnels, each carrying two lanes of traffic. Vehicles in the tunnel

would find it very difficult to reverse out along the tunnel if it was blocked by an accident. It would be difficult for emergency services to respond to accidents in the tunnel. With the tunnel being close to the Humber and in a high-risk flood zone, there would be many lives lost if it flooded when there was a surge tide and a flood defence gate failed. Vehicle fires or a gas explosion are more dangerous in a tunnel than on the surface. It would be possible to counter most of these risks but the complicated design would be extremely expensive.

A cheaper scheme would be to construct a flyover across a roundabout at the A63 junction with Ferensway. After a grade separated junction was operating there, the Highways Agency might lift their ban on extensions being made to Princes Quay. With grade-separated junctions at both Market Place and Ferensway, there would be few delays on the A63. If there were excessive delays to traffic at the Queen Street pelican crossing, a pedestrian bridge could be provided. Of course, there would be objections to this scheme from several people but it would stand a better chance of being funded than the much more expensive cut-and-cover scheme, which might wait endlessly and never get funding approval.

Some people favour CityBuild's earlier idea of having straight across pelican crossings so that there would be no waiting on the centre reservation. Citybuild should have known better than to propose this. The Highways Agency has ruled it out on safety grounds. If road traffic was not to be delayed more than at present, the pedestrian crossing time open to pedestrians should be no more than twice the present open time at each present pelican crossing. Some people cannot walk as fast as others and there would be a risk of an accident when they were three quarters of the way across and walked past a large vehicle, which had blocked a view of them from a driver impatient to start as soon as the green light came on. With a straight across pedestrian crossing, people would have to wait twice as long for the traffic to stop as the frequency of crossing periods would be halved so that the total time of delays to vehicles was not increased.

Public consultation on a scheme for Castle Street has not been very thorough so far. It is not possible to properly consult on a scheme when the details are not known. I am waiting for the plans of a detailed scheme to be published so that the benefits of the scheme can be weighed against the disadvantages and then a balanced judgement could be made

Walter Houlton.

Please note: this thought-provoking article does not necessarily reflect the official position of the Society, but raises important issues which deserve consideration.

Can you guess where it is?

The first rays of spring sunshine shone out over possibly Hull's largest regeneration site and provided a diversion from the endless vibration of compressors and the pounding of pile-drivers and excavators. At the same time the sun dried the mud-caked roads and footpaths and people and dogs once more strolled about. The exciting rooflines of new buildings punctuated the familiar skyline, with masts and other modern design features, while their spotless stonework and polished timber cladding gleamed in the sun. As if by magic, old-style lamp-standards and new benches had sprouted along the neatly paved walkways. Either side of these were immaculately manicured lawns and clean-cut stone pavers, all laid with surgeon-like precision.

Was this the new dawn, had the 21st century at last arrived here, and would this give the city centre another huge visitor attraction to be proud of? Could it really be that all the mid-1960s mediocrity had been swept away and replaced by something far better and more worthy of a public space?

But no! – this was not St Stephen's – there was not a 'cloned' shopping mall in sight, with its inevitable shrines to Next, HMV or New Look. There was no exciting 24/7 'café culture' with the likes of Starbucks and Subway, all serving the same insipid drinks and standard size sandwiches exactly the same, whether you are in Hull, Helsinki or Honolulu.

No, in case you have not guessed, the location is Hull's own East Park, where the Heritage Lottery-Funded and long-awaited regeneration scheme is at last coming to fruition. The new

Pavilion Café looks resplendent with its neatly-flagged patio and water feature outside and its largely glass façade with multi-lingual ‘Welcome’ signs. The walk-through aviary also is impressive and would not be out of place in a London park, as is the children’s farm area, soon to have its own population of sheep and goats etc. There is also now an Animal Education Centre, which should hopefully be a further visitor attraction, with fish and reptiles on display.

Meanwhile, the 1960s boathouse has been renovated to provide a focal point and a booking office for the revamped Ferens Boating Lake, which, along with the Wickstead Water Chute of 1929, will hopefully be a magnet for young and old alike.

The re-laid bowling greens are nearing maturity and even the controversial 1960s Holderness Road gates with their geometric design, so typical of the period, have been repainted and their masonry details can be seen again.

More in the next Newsletter, but we leave you with two memories of the park in the last century: East Park Lido (1964-1988). Despite great promise, this former East Park attraction lasted little more than 24 years. Still sadly missed by many, it could have had a viable future, given the hot dry summers of the 1990s and recent years. Now wallabies and llamas graze on this site (and city youngsters have to swim in the Marina on hot days!)



The Citadel watch tower at the Khyber Pass, East Park (Photo: J D Scotney)

The Watch Tower This last remaining above-ground part of Hull’s Citadel was situated in East Park from 1912 to 1991, following its gift to the city by the family of the late William Bailey J.P. of Hull and Winestead, who was a director of Hull’s then second largest ship owning company, Bailey & Leetham’s. He had acquired the structure when his company purchased the Humber Ironworks shipbuilding yard on the Citadel site. This company had succeeded to the business formerly carried on at the site of Martin Samuelson of ‘Sammy’s Point’ fame in 1864. In 1991 it was moved to Victoria Dock Village (see our article about the plaque). The Rockies, also known as Khyber Pass), a century-old play area which the tower formed a part of, has also been restored.

Colin Cooper.

Planning and Buildings

Old Town

Conversion of the Pilot Office (John Earle junior, 1819) into six apartments is now complete and



they are being advertised for sale by the developer, Inspace. The view over the pier is a major selling point and it was reported that one was sold within an hour. Approval was given in April for 30 flats on a site on the eastern side of Queen St, next to the Heritage public house. This will be an L-shaped development with some of the flats facing onto Humber Street opposite Bonus Electrical.

May saw the completion of the ten-year restoration of Holy Trinity Church, one of Hull’s greatest architectural treasures.

City Centre

With the re-routing of outward-bound Beverley Rd and Spring Bank bus services along Wright St, passengers can observe the progress of Barratt’s of two new block of flats on the south side (77-81 and 70) and conversion of the Gas Board warehouse (71-76) in between. At the junction of Wright St and Percy St, work has just begun on Westbridge Homes’ 31 flats on the site of Castle Interiors furniture store. Westbridge Homes’ flats in Baker St, are now occupied.

An innovative scheme to convert the former Church Institute, next to the Central Library, into a 30-room “Owner Hotel” was announced. The rooms would be owned by investors, allowed to stay in them for up to 52 nights a year and receive 50% of the letting revenue at other times from guests. The company’s managing director is Andy Woodcock of Weth Estates, noted for sympathetic

conversions of offices into apartments in Bowlalley Lane and Land of Green Ginger. It is designed by H.F. Lockwood in 1846 for Dr James Alderson, first resident physician of the Infirmary.

In early June, an application was submitted to convert 42-43 Baker St from a furniture store into offices. This building was the home of Hull Grammar School for about 15 years from 1877. Unit 3a of The Maltings facing onto Jarratt St is taking shape rapidly to provide modern offices behind the retained façade. Wyke, the developer, has extended the fourth storey and added a fifth one. The building has a new pitched roof and the lantern feature has been re-built.

The History Centre was approved in May for a site on part of Mason St Car Park. Some objected to its cuboid shape, but the moving archive shelves (see illustration) require a strictly regular rectangle for maximum storage space. The lean-to glazed walkway on the south side will soften the appearance. The aim is to bring together the wonderful collection of documents of the City Archives on Lowgate and the Local Studies Library in Albion St, to make them more accessible to the public. We have two anxieties at present: one is the loss of car parking space used in the daytime by many city centre workers and in the evening by New Theatre patrons; the second is that the Hull College Local History Unit's collection needs to be safeguarded between the unit's disbandment from July this year and the opening of the History Centre, to where it was intended to move.



Oriel Chambers
archive shelves
Photo: JD Scotney

Lakeland Intercity's application to convert the YPI in George St into 10 flats was approved in April. The original scheme included a new block of flats at the rear, but this was withdrawn in February. Residents will not have far to go to the cinema: Hull Screen re-opened on 28th April at the University of Lincoln, George St, just next door to the YPI. At present it is Hull's only truly central cinema, but at the beginning of June, plans to convert the Top Deck of Princes Quay into a 10-screen cinema by the Vue chain were submitted. Though one cannot help but feel sympathy for the Top Deck traders who have to be relocated, a cinema in Princes Quay would, I think, help to make Queen Victoria Square livelier in the evening. This boost to Hull's evening economy was preceded by an announcement of a loss to the daytime economy: Yorkshire Bank's City Square Branch, the listed terracotta building (B.S. Jacobs, 1900) at the corner of Savile St and New Cross St is to close.

Paragon Station, Ferensway and St Stephens

Work on the Tesco store and the covered shopping mall is cracking on and a new station car park has been opened to the east of Park Street bridge with access off Park St. Part of the southern car park next to the Tower (on the site of Paragon Motors) opened in early June but is not yet complete. Until October, traffic is one-way southbound on Ferensway between Anlaby Road and Spring Bank, so if you are driving to the station for a train (or to the Royal Hotel for a Civic Society meeting), please allow extra time! The City Council has produced a leaflet showing diversions.

In early June, an application was submitted, by Urban 1 (Hull) Ltd, for a 5-storey block of 60 flats on the west side of Spring St.

North Hull

Two new blocks of flats have enhanced the northern side of Freetown Way. The one on the site of the old Good News Travel coach depot at the end of Francis St is particularly attractive. Piercy Design, the architects, have made it a landmark, with a lantern feature on the roof, a large bow window and a stone surround to the courtyard entrance, fitting in with the former Moors and Robson's Crown Brewery office, also part of the scheme. At the corner of Caroline St is another block of flats, worth looking at for its variety of brickwork.

Petrol stations are becoming an endangered species. The one opposite Beverley Road Baths has been demolished and the ground is being prepared to build flats.

The new Community Church at the corner of Cottingham Rd and Newland Ave is nearly finished. Its row of west-facing solar panels will contribute to energy saving. We have written in support of another renewable-energy scheme, Croda's wind turbine at Oak Road.

Outline permission was granted in June for the revised housing scheme on the site of Hull



Hop Villa, Cottingham Road, in 2005 (Photo: JD Scotney)

Grammar School. It now has 45 houses instead of 87, to provide more open space. The developers want to emulate the character of the neighbouring Newland Park, according to the report submitted with the application. Some of the school buildings will be retained

for community uses, including youth provision, a translation service, health

promotion courses and courses by the University's Lifelong Learning department. The planned access through the gap between 147 and 153 Cottingham Rd, though objected to by some local residents, would save the splendid Hop Villa, once home to Edwin Robson, the brewer.

East Hull

East Park's rejuvenation was completed in May and the Lord Mayor's Parade was held there on 17th June. A large area of land around Ellerby and Ryhill Groves, between Preston Rd and Portobello St is to be regenerated by the construction of 107 new houses, approved in April.

Tesco's 'convenience store' on the site of Holderness Road Filling Station (next to Kingston Wesley Methodist Church) was refused in February and a modified version approved, despite Planning Officers recommending another refusal.

The new Nestor Grove Community Centre houses both the Acorn Children's Centre and a new Methodist Church on the site of the old Bilton Grange Methodist Church (opened in 1957, demolished in 2004). The main entrance leads into a flexible-use area which can be a playroom for children, a meeting room or a 60-seat church. A delightful feature at the north side is a Garden of Remembrance, where cremated ashes can be buried.

Symbolically, a portal separates the dark area near the path from a bright area nearer the church, representing a passage from darkness to light.



Nestor Grove Community Centre and Methodist Church (Photo JD Scotney)

Permission was granted in June for the Lawns Club in Lowgate, Sutton, to be converted into flats and for a terrace of 6 houses to be built.



Gordon Street Police Station, Photo: JD Scotney.

West Hull

We were very pleased to learn that the Planning Committee had refused Humberside Police permission to demolish Gordon Street Police Station (1885) and replace it with a new building. It is to be retained for the new Local Police Team Base. The revised scheme, approved in May, still involves demolition of later extensions and a sympathetic new rear extension. Another interesting building, Newington Hall, Albert Ave, will disappear.

Reid Park Properties received outline permission to build houses and flats on the site. Vandals have already carried out preparatory work! Also in April, permission to convert the Probation Service office in

Bean St into a place of worship heralds the closure of Friends' Meeting House in Percy St.

Gambling was at the heart of two applications submitted in March and April. The former was to build a large Bingo hall at 132 Anlaby Rd, to the west of Park St, the latter for a casino and hotel at the KC Stadium.

Civic Society Officers and Committee 2006 – 2007

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Application for membership of HULL CIVIC SOCIETY

Full Membership subscription £7.00 per annum

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