

HULL CIVIC SOCIETY

NEWSLETTER

JUNE 2007



Hull's New Farmers' Market, Trinity Square.
(9 am - 1 pm, on the 2nd & 4th Friday of each month)

(Photo: J.D. Scotney)

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Sue Roach

We were very sorry to learn in February of the death of Sue Roach. To many people she was well known as Head Teacher of Victoria Dock Primary School, but in her busy schedule she found time to take an active role as a member of Hull Civic Society committee. We extend our sympathy to her family and friends.

Programme 2007 - 2008

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

Summer Visits

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

Sunday 24th June: Howden (Advance booking essential).

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

Monday 9th July: Hull in Bloom Old Town Walk (Advance booking helpful but not essential)

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

Walk led by Andrew Wilson, Horticultural Manager, Hull City Council, to view the floral displays of the Hull in Bloom competition (Old Town Section, sponsored by Hull Civic Society).

Thursday 6th to Sunday 9th September: Heritage Open Days

An opportunity to visit many buildings all over Hull and Sutton that are not usually open to the public. Programmes will be available at libraries and tourist information centres.

Sunday 30th September: City Tour (by coach) (Advance booking essential)) £6 – limited places, first come, first served! Meet: 1 pm, Queens Dock Avenue (opposite large fountain)

Another opportunity to see at first hand the latest developments in the city.

Autumn & Winter Programme - Meetings

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

8th October – Wildlife in the City – Jon Capel, ecologist.

12th November – The St. Stephen's Square Project – The Project Manager, HBG.

10th December – William Wilberforce, a Campaigning Life - Local Studies Library Speaker

14th January - Hull's Old Town Public Houses – Paul Schofield

11th February – Street Furniture – Chris Mead

10th March – A History of the Hull & Barnsley Railway – Martin Barker

14th April – Gardens and Sculptures in the East Riding – Will Ainley

September Newsletter

Many thanks to all our contributors. Please submit all items by 24th July to the Editor, John Scotney, 126 Cottingham Rd, Hull, HU6 7RZ, or by e-mail to john.scotney@talk21.com

Please note that items may sometimes be held over for lack of space.

Committee Changes

Since the 2006 AGM there have been a more changes in the committee than for many years.



Adam Fowler receiving a Good Mark and watch from Mike Killoran. (Photo: Chris Mead)

Adam Fowler stepped down from the committee at the 2007 AGM after eleven years' dedicated service as our Chairman, during which he has piloted the Society through many changes and enhanced our good relations with the City Council and the many new bodies involved in Hull's development. We marked his departure from office with the presentation of a watch and a special Good Mark. We welcome John Netherwood as the new Chairman.

Ernie Cudbertson also retired after many years' service, first as a member of the committee and then as our Honorary Treasurer. Joanne Byrne, who was our link with the Townscape Heritage Initiative, stepped down in the autumn for family reasons. Stuart

Spandler, who has worked hard on issues such as the future of the market and enlivened our programme and the Newsletter with several good quizzes, has relinquished his place on the committee owing to pressure of work. Following Donald and Brenda Campbell's move to Scotland in January, Donald has also asked to be released from the office of Vice President. Lastly, in February, there was the sad death of Sue Roach, who did much to further the Society's aims by involving children in their environment, especially in Victoria Dock Village.

Hull Civic Society – and our city - has benefited very much from the work of all the people I have mentioned above and we are truly grateful for their contribution and commitment.

Editor.

Chairman's Report

Welcome to my final report as Chairman of Hull Civic Society. I formally retired from the committee in April after nearly 20 years.

As the youngest and longest-ever serving Chairman I have worked with a team of dedicated and talented people who have given up their time to serve their city. I want to pay tribute to all these people over the years and what they have achieved. And thank you to you, as members, who have supported the Society. I will miss the Committee but the time has come for me to concentrate on other activities, particularly my work with The City of Hull & Humber Environment Forum (CHEF) and STAND. Balancing all of this with a family life has proved difficult over the years.

For me one of the most memorable moments was the battle to save Scott's Square way back in 1990. I was outraged at the proposal to demolish this quaint, unique court of common dwellings just off Humber Street. We succeeded in uniting councillors, attracted significant media attention and rallied public support but this was not enough and the council finally demolished the buildings. Ironically, the site was never put to use and is still derelict.

I also took a key role in the English Heritage review of Listed Buildings in Hull. We painstakingly worked with the inspector identifying suitable buildings for protection, many of which are now listed. It is a credit to Hull City Council that they subsequently introduced a Local List to cover those buildings that didn't make it onto the national list! Also too the move to increase significantly the number of Conservation Areas in the City. Of course there have been many battles won and lost such as the tragic loss of Government Buildings, Spring Bank, and more recently the saving of Gordon Street Police Station. What's changed is the national appetite for respecting the historic environment. This has trickled down to the Council's Planning Committee and government policy. There is much more emphasis and care on preserving what we have. The Civic Society finds itself more on the side of the Council these days. Sadly, much of the best has already gone.

To me as chairman it was always important to provide you with an entertaining, sometimes challenging but always thought provoking programme of events. Your Winter Programme of

speakers didn't just focus on the past, but key people involved in changing your city. Similarly, the Summer Programme was sparse so I boosted this to complement the talks - Always something different. I am very proud of the recent City Regeneration Tours, which have proved a sell-out. I still cannot understand why decision-makers don't do more to engage the public in how their city is changing.

I am also delighted that during my reign we developed good relationships with outside bodies. In particular, helping to set up and develop the regional Civic Society association – Yorkshire & Humber Amenity Societies Association to exchange ideas and good practice; Arc – the regional architecture centre which I also helped set up and chaired and English Heritage.

I always say the agenda has changed from fighting to save old buildings. It is much more about engaging people in regeneration process making the best use of what we have and building on traditions as well as good new design, giving focus to spaces between buildings and encouraging public art. Much of what the Civic Society now does addresses this agenda and with Hull changing the way it is Hull Civic Society has never been so needed!

Adam Fowler

Making the past work for the present

For a place so steeped in history, Hull makes relatively little use of its past in advancing its present day fortunes. Increased leisure time and more disposable income mean that more people than ever have time for visiting places and tourism plays a large part in many English cities economies.

And yet Hull seems less adept than other cities at turning its heritage to good use. Indeed, one look at Hull's visitor offering confirms this. While the Deep is a fantastic attraction, it is not directly related to Hull's past, nor is nearby Dinostar, while the excellent Streetlife Museum is again short of Hull links, with the Priestman Engine, the world's first 'Diesel' engine and a real claim to fame for the city, stuck under a stairwell gathering dust without any adequate explanation about its true importance. The Hull and East Riding Museum does have sections on Hull's history and does have an interesting section on Civil War Hull, but for such a defining moment in the country's history and Hull's role in it, it is a low key offering. In fact, a strong case can be made for Sir John Hotham's decision not to let Charles I into Hull in April 1642, as the de facto start of the English Civil War and even if historian's point to the King's standard raising at Nottingham a few months later as the real commencement, what is to stop the city from using a little imagination in putting itself forward as the real starting place and perhaps making far more out of the remains of Beverley Gate rather than its current use as a repository for waste paper. Why not rebuild Beverley



William Dent Priestman's first diesel engine in the Streetlife Museum

Gate in modern materials and place a defiant statue of Hotham on top of it? Not only would this remind people of the site's importance but it might also form an attractive entrance to the Old Town and start to give this part of the city a distinctive feel when compared with the more modern western parts of the town. This will be even more significant following the opening of the St Stephens Development in September 2007.

The Maritime Museum and Wilberforce House are more obvious links to Hull's history and they both have significant amounts to offer in their own way and the imminent reopening of the Wilberforce House is eagerly expected. But it wouldn't be unfair to the Maritime Museum to say that it could do with a spring clean and update, making it more engaging to the younger visitor. That doesn't mean dumbing down or putting in lots of fancy buttons and gadgets, but perhaps it does mean spelling out a little more Hull's position in all this. Hull's unique role in providing both ships and seamen in the polar discoveries is something easy to identify with and could be made into a feature of any new displays. The influence of Hull built ships far and wide could be spelled out more, from the depredations of the *HMS Rose* during the American Revolutionary War, the

Alexander's presence in the fabled First Fleet to land in Australia right the way through to the role of Hull trawlers in the two world wars.

Any talk of Hull ships must include the *HMS Bounty*, built on the shores of the River Hull at the Blaydes shipyard towards the end of the 18th century and originally named the *Bethia* for use in the coal trade but subsequently requisitioned by the Navy for the transportation of breadfruit to the colonies. The story of the *Bounty* transcends simple naval folklore and has entered into our national psyche, forming an etymological connection between the words 'mutiny' and 'Bounty'. And so it's highly surprising that as a city we haven't made more of this connection in any way.



A replica of HMS Bounty in Sydney harbour

There are numerous replicas and reconstructions of ships throughout the United Kingdom, why not look to do something similar in Hull? In fact, why not do it at almost the exact place that the *Bounty* was originally built, in Blaydes dry docks which today lie abandoned and forlorn next to Blaydes House. Why not go one step further and turn the Old Dock Office (which is now up for sale) into The *Bounty* Experience, a museum/centre dedicated to retelling the story of the *Bounty*'s

construction and subsequent journey.

Such a facility might act as one end of a central tourist axis running down to the Deep, and past the Museums Quarter. Admittedly, you might need something else to attract people up from the Deep to the top end of High Street, but what better way to do it than to convert the currently vacant Clarence Flour Mills into some sort of Visitor/Art Centre, much like the Baltic Mill in Gateshead which is very visibly a Rank Mill. In a sense, with Joseph Arthur Rank, son of original miller Joseph Rank, a film mogul in his own right, why not theme the centre around films and their production? At the very least, some sort of appreciation of J Arthur's legacy in his home town would only be fitting.



The internationally acclaimed Baltic Centre in Gateshead, formerly Rank's flour mill.

And whilst on the subject of famous Hull people, where's Hull's waxwork museum to its famous sons and daughters, adopted or 'born and bred' in Hull? Joseph Arthur Rank would be up there, but so too would the likes of William De La Pole, Andrew Marvell, Wilberforce, Amy Johnson, JR Ellerman (once the country's richest man), John Venn (inventor of Venn Diagrams), rugby player Clive Sullivan, playwright Alan Plater, and even a certain Mr J Prescott. There is a rich vein of people here whose lives have coloured both Hull's and the nation's past.



The Battle of Flamborough Head where the *Bonhomme Richard* was sunk.

Hopefully some Americans will be attracted to Hull on the back of the Wilberforce Commemorations in 2007 and films such as *Amazing Grace*, but the connections with our transatlantic cousins run much deeper. I have given some more examples of this in my regular website column *The Hullights*, but suffice to say that in terms of attracting Americans to Hull and the surrounding area, we haven't even begun to scratch the surface. *HMS Rose* above is just one example, but the *Bonhomme Richard* wreck at Bridlington is even more significant, while there will be many families in the US who had ancestors who made up the nearly two million Europeans who fled to the new worlds of America and Australia during the 19th century, passing through Hull as they did so. The Pilgrim Father's departure from Immingham, an early example of the Stars and Stripes at Selby Abbey, the Methodist connection at Epworth are all further ways to entice the Americans to spend their money over here.

Admittedly, turning every historical link into a museum or visitor centre could be both costly and counter productive, you can't visit everything. Therefore other opportunities for using Hull's historical assets need to be explored. Much debate and mystery surrounds whether the 4000 year old Ferriby Boats were used for international travel with the discovery of Baltic Amber in the East Riding being suggested as proof of such a route. Why not look to recreate a voyage by rebuilding the Ferriby Boat (they've already build a half sized replica) and then attempting to sail it all the way to the Baltic? Naturally the whole thing would be filmed and would hopefully make an excellent documentary, all the way from the initial building of the boat through to the highs and lows of actually sailing it to the Baltic. Throw in an X Factor game show element to it and who knows what the ratings could be!



One of three ancient Ferriby Boats being dug from the Humber mud flats

In summary, Hull and the surrounding area have a rich vein of historical treasures to draw upon. To maximise their potential, two things are needed. Most importantly, imagination and creativity, firstly in telling a compelling story around the historical aspects and secondly creating the facilities to tell that story. The second thing needed would be the resources to fund such a venture. Someone, somewhere, would have to put their hand in their pocket and take an element of risk. With Hull on the way up, the rewards for such an initial investment, be it from the local authorities or a private investor, could potentially be huge. If Nottingham can do it with the mythical Robin Hood, Whitby with Captain Cook and York with the Vikings and Romans, why can't Hull do something similar with its wealth of historical resources.

Here are 10 things that could be done to promote Hull's past legacy to help its present:

1. **Create 'The Bounty Experience' near Blaydes Dry Dock.**
2. **Rebuild Beverley Gate in modern materials with a commemoration of the Civil War on it.**
3. **Convert Rank's Clarence Flour Mills into an artistic space.**
4. **Create the Hull Church Trail, opening up Holy Trinity, St Charles Borromeo and St Mary's for regular visits.**
5. **Create a waxwork museum to celebrate Hull's famous sons and daughters. Also to include Hull inventions such as Dispirin, Lorenzo's Oil, Bricks, LCDs etc.**
6. **Commission a media company to make the Ferriby Boats documentary.**
7. **Create a tourism package specifically with the US market in mind, using our links with the States.**
8. **Create an exhibition/centre celebrating Hull's maritime links. See attached sheet 'To the Ends of the Earth'**
9. **Reinvigorate Hull's Maritime Museum.**
10. **Raise the profile of Priestman's Engine with more information and a more appropriate display setting.**

Part of PFH Productions' remit is in making organisations and individuals in the city of Hull aware of these possibilities. Their one day workshops exploring the best the city has to offer run on a regular basis throughout the year, with the next one on 19th April. For more details see www.pfhproductions.co.uk.

Phil Haskins

Hull Civic Society's Top Ten Environment Issues in Hull

(There is no significance in the order!)

1. Removing Inner City Blight - Replacing garden walls to private dwellings e.g. Melrose St. project. Enforcing renovation of derelict buildings e.g. opposite KC Stadium. Getting small derelict plots developed. Removing (sometimes private) eyesores e.g. eastern end of Hessle Rd. Flyover, or the rusty barriers at the junction of Beverley Rd. and Greenwood Avenue.

2. Achieving High Standards of Architecture - We urge that in the dash to regenerate our city, the need for good design, which will stand the test of time, will not be sacrificed. The aspirations outlined in the CCAAP should be vigorously maintained.

3. Parking - Provision is required for affordable parking for the new knowledge-based jobs we are seeking to attract to the city. Parking for all types of workers and income groups should not be an issue for potential new workers and investors, in terms of availability and in particular, affordability. Parking arrangements are wholly inadequate to promote the development of the evening economy. Inflated parking charges should not be used as an instrument of traffic management.

4. Creating More Green Space and Planting - Many more planters in the city centre would make a huge improvement to the look & feel of the city at an economic cost. More planters and planted areas & trees are required between the city centre and the start of the landscaped boulevards to lift the atmosphere of these streets. More linked green areas & street trees are required to soften the look of new developments.

5. Street Scene - Improving the quality of paving right across the city in terms of its appearance and particularly on shopping parades e.g. Anlaby Rd. scheme has made a huge improvement. More attention to actually washing the streets on a regular basis as per European cities would be beneficial. Creating a more intimate, cosy environment with the extensive use of high quality street furniture and planting.

6. Eliminating the Downtrodden Appearance of Streets & Property A comprehensive plan is required to identify and eliminate the downtrodden appearance of our streets. This is required in respect of private property (not easy) and public realm e.g. the need to remake the grass verges on Albert Avenue

7. Renovating the Railway Bridges - Hull is ringed by over twenty completely derelict looking bridges. These contribute significantly to the down market appearance of many of our suburban streets, when they could, with relatively little investment, become an attractive feature of the city and could be a source of income by selling the advertising space. Newland Avenue bridge is a notable exception that shows what can be done.



8. Promoting Hull to Itself - Significant financial investment is required to progressively turn round the cynical and pervasive negative views of a majority of citizens, in all income groups, about the benefits of living in Hull and faith and awareness in the huge amount of change which is taking place. This requires a continuous high visibility marketing campaign and a permanent exhibition of plans and progress, located in the city centre. This problem needs to be tackled on the same basis as a commercial organisation launches a new product and keeps it perpetually in the public eye.

9. Driving Economic Prosperity - Most European experience shows that the attractiveness of a city is a prime driver in attracting people to work in the city and creating the economic prosperity we so badly need.

10. Improving Transport Links - The A63 cut & cover solution is vital to re-uniting the fruit market area with the rest of the city and reducing noise and air pollution. At least three additional park & ride schemes are needed.

John Netherwood, March 2007

John Boyes – a forgotten Hull-born explorer - Part 1

In all of the history of Kenya, there are very few people to equal John Boyes, a hunter, explorer, trader, poacher, soldier, sailor, writer, even uncrowned king, who was a Hull born son of a German immigrant.

The family came to Hull from Heidelberg, changing their name to Boyes, and were in the textile trade. John was born May 11, 1874 and was sent to Germany, to Engelfingen, to be educated when he was aged 6. He returned to Hull when he was 13 and avoided any further education, running away as a cook and cabin boy on a trawler for 6 months.

He tried to join the navy after walking from Hull to Liverpool, but as he didn't have his parents' consent, he joined the crew of a barque, the Lake Simcoe, trading to South America. He went up the Amazon and caught yellow fever. In hospital in Laguna, he was rescued from his hospital bed by his crew mates - the hospital, catering for lunatics and convicts, was guarded by soldiers; the universal treatment was opium, after which most patients died not long afterwards. The hospital possessed only one coffin - it was placed over a grave, the bottom slid out, and the body placed in the ground. As there were often three or four funerals each day he could not wait to get out of the hospital - with proper attention from his crew mates he soon recovered, but the fever affected his eyesight for the rest of his life.

Returning to Europe, he worked on various vessels before returning to Hull to attend a Navigation School on Princes Dock Side, hoping to secure his Certificate of Seamanship, but he was rejected on account of his eyesight. Deciding to go to Africa, he joined a ship in London, and landed in Durban, a few months after his 21st birthday. Wanting to go to Bulawayo, he worked as a fireman on the railway, finishing the journey from Johannesburg working a mule train, and finally on foot. He joined the Matabeleland Mounted Police and met Baden-Powell, then a colonel in charge of operations.

He went to sea again, returning to Durban where he joined a Shakespearean repertory company, working for a month as a player of small parts. The sea called again; he worked from port to port until he reached Zanzibar. Sailing an Arab dhow, he finally arrived at Mombasa in 1898, his gateway to British East Africa. It was here that the legend that became John Boyes was to begin.

The construction of the Uganda railway had only recently begun; John heard that there was money to be made transporting supplies for 25,000 coolies working on the railway. He figured it was easy money, although he knew nothing about railroads or coolies, or the problems of disease, drought, hostile tribes and man-eating lions dining almost nightly on the workers. With government goods and additional loads to trade on his own account, he set out with donkeys, wagons and 100 Swahili porters. He arrived at Nairobi, which was practically a swamp, after days of hard work - this of course is where the capital of modern Kenya is today. Wagons capsized as the donkeys had not been in harness before; rivers had to be crossed as there were no bridges. They were visited by the Masai tribe, and contrary to his expectations he found them very friendly - they were constantly at war with their neighbours, the Wakikuyu, a people with a fierce reputation. He faced down a war party of 500 Kikuyu warriors, armed with only one gun, and demanded an audience with their leader. The chief Karuri had never seen a white man before; he was so fascinated by John's appearance he put off killing him and they exchanged gifts, Karuri even building him a hut in the village. The next day the village was attacked by a rival Kikuyu band, John opened fire on the attackers with his rifle, killing some whilst the others fled in terror. This miracle was soon followed by others when John was able to treat the injured with iodoform, the first disinfectant the Kikuyu had ever seen. When the warriors were recovering, John was able to trade a small amount of medicine for flour, and he was in business. They thought he was a great medicine man, and that he could drink boiling water - after

watching him drink fruit salts! He sold the flour to the railroad when he delivered their supplies, and was able to return to the Kikuyu lands for more trading.

The Kikuyu land was a huge area of fertile farmland, which was closed to white people. Despite official opposition, he decided to trade with the Kikuyu. Karuri had become his friend and right-hand supporter. John, in turn, was to have an influence over him and his people which was to raise him to the position of a great chief, and John to supreme power in the country - a virtual king of the Kikuyu.

He could speak Swahili well and mastered the Kikuyu language enough to understand what they were saying. His influence grew; he gave good advice in councils and taught his followers elementary battle strategy. Eventually there was a large council of peace between hitherto warring tribes. An outbreak of smallpox led him to send for lymph from Naivasha and he vaccinated thousands of people. In spite of this, thousands died; whole villages were wiped out. (To be continued)

Amy Osbourne

The Boulevard

In February, Hull City Council announced that it was in discussions with DMQA Holdings Ltd to bring back greyhound racing to the Boulevard. This was followed in April by approval of a planning application to continue using the perimeter track for racing and erection of new kennels on the south-western side of the ground.

It is reported that the pitch could be used for amateur football and rugby and that Hull FC would like to return to the Boulevard for Alliance and Academy matches. These matches are currently played outside the city at Brantingham Park, near Elloughton. Ironically, when Hull FC sold the ground to the City Council for £750,000 this was the original intention.

In October 2006, Hull Civic Society wrote to the Leader of the Council and met with Cllr Andy Sloan, Portfolio Holder for Regeneration suggesting just the same. The Society highlighted Lock Lane, Castleford, West Yorkshire, which is a successful community sports facility centred on amateur rugby league with a successful gym and other sporting facilities, ensuring the ground is operational at least 12 hours a day, 7 days a week.

Re-opening the Boulevard ground is great news for the city's sports community, for people around the ground and for Hull. It shows what can be done with a little vision and drive. Well done to those who have come together and put Hull first! Long may it succeed!

There is a real opportunity here to make the Boulevard a successful community facility that plays its part in regenerating West Hull. If successful, it should be allowed to stay and not be sacrificed for new housing as part of the Gateway Pathfinder project.

Adam Fowler

Visit to the Sutton Exhibition & Resource Centre, Old School, Church Street, Sutton on Hull, Monday 30th April 2007

Our hosts, Merrill and Peter Rhodes, welcomed the group from Hull Civic Society to the Centre. Merrill described the history of the school, built in 1859 as a National School linked to the nearby St. James's Church. Originally a schoolmaster taught in the middle of a large room, with pupil teachers aged about 12 teaching smaller groups of younger children at each end. Later extensions provided more classrooms. Merrill told us that as a supply teacher she had taught there herself in the 1970s, taking her baby in its pram to work with her - things were different in those days!

After a good look round the extensive exhibition of maps, photographs and household appliances such as old vacuum cleaners and clothing, and enjoying a cup of tea and biscuits (50p), we were treated to a slide show on a modernised 1930s projector - glass slides actually, made by a previous vicar, Reverend G.A. Coleman, dating from the early 1900s.

One that caught my eye, among the stiffly dressed family groups, was a horse and covered cart attended by a man with leggings on. He was the nightsoil collector; before main sewage was provided, the nightsoil collector took away the contents of the lavatory. Dunswell and other local horticultural areas still benefit from receiving this, growing good crops from our waste products.

Many enquiries are received from all over the world at the Centre, and visitors frequently bring photographs of Sutton residents or friends which can be added to the collection.

A very pleasant evening out. Everyone enjoyed their visit and we hope to make further visits soon.

The centre is open to the public on Fridays 10am to 2pm, Admission free, tel. 01482 876370

Jane Pietrusiak

A63 Road Sweeping & Landscape Management.

Over the past two years, representatives of the society have had a number of meetings with the City Council, the Highways Agency and their contractors, Carillion, to discuss ways of improving the look of the A63 – Clive Sullivan Way & Hedon Road - as it passes through Hull.

Partly as a result of this, significant progress is being made to improve what is often the first and last impression of visitors to our city. The maintenance of this major trunk road is complex and essentially dangerous as a result of the speed and volume of traffic and needs careful cooperation between the Council and the Highways Agency.

Progress now includes:

- Regular litter picking in the lay-bys (four tons on one occasion!)
- Comprehensive road sweeping program – twice yearly in 70 zone and six weekly in 40 zone
- New barriers on the central reservation between Daltry St. & Ferensway to replace the unmanageable grass.
- Replacement of some of the grass verges on the new Hedon Road with hard surfaces where the grass is not thriving.
- Thinning out the undergrowth on the stretch between Brighton Street and Daltry Street.

The Highways Agency has also now offered to look into a project to completely re-model the slip roads at the St. Andrews Quay roundabout which is currently a major eyesore.

John Netherwood

River Hull Impoundment

In the early 1990s, I attended meetings at the Guildhall when the consultants, Montgomery Watson, explained their studies into impounding the River Hull. There were feasibility, engineering, environmental and financial implication studies but finally the scheme was quietly dropped by the City Council as the cost would be £26million. That scheme proposed to demolish part of the Central Dry Dock to create an area where ships would wait until the peak traffic hour had passed. After hearing the views of potential objectors at the meetings, I doubted whether the scheme would get Government consent if an order under the Transport and Works Act 1992 was applied for.

Now the consultants, Halcrow, have reported on their feasibility and cost/benefit studies. Citybuild are still in the early stages of the study, and are reviewing a range of impoundment options with different price tags. The figure recently quoted in the press (195m) was simply an early notional figure to give Citybuild and their partners a understanding of the top range of potential costs should a barrage, the most expensive option, actually proceed. Citybuild have said that other options for the river are still on the table. I would like to hear more about these other options as a fixed water level scheme costing £195million seems unlikely to get funding. There would be ongoing costs if it got Government consent and was constructed. After drainage authorities had objected on the grounds of increased pumping costs at the Public Inquiry, any consent would be conditional on the East Riding and Hull City Councils repaying the drainage authorities their additional pumping costs. If it was considered that the scheme would increase siltation in the River Hull, there would be a condition that the two councils pay for the additional dredging.

For some time, I have preferred a variable water level scheme to a fixed level one. It would not be so costly; there would be fewer objectors at the Public Enquiry and it would stand a better chance of getting Government approval of an order under the Transport and Works Act 1992.

A scheme with the water level varying between half tide level and normal high tide level seems to have possibilities and would just need one set of flood gates. These could be erected slightly downstream of the Tidal Barrier and would open on the rising tide when half tide was reached and close on the falling tide at half tide level. The mudflats would be hidden and there would always be sufficient depth of water for boating activities.

If the set of flood gates went up to a height of 6.3 metres AOD (Newlyn) and had outlet holes with flap valves at half tide level, they could be used to defend the City from flooding when there is a high surge tide. They could be invaluable if the Tidal Barrier was out of action. When the Humber fell below half tide level, the River Hull would flow through these outlet holes and the water in the impounded River Hull would not rise above half tide level even during torrential rain. I think that a scheme like this is well worth investigating.

Walter Houlton, 25th April 2007.

Burnett House

Burnett House was built circa 1842 as the Queens Hotel. In the 1870s the name was changed to the Britannia Hotel and it was tied to Ind Coope Brewery by 1899. It closed its doors in 1913, when it was taken over by the merchants Joseph Dalton and Co. In the 1930s it was a wholesale confectioners and tobacconists. The current name relates to post-war tenants Burnett and Co (Newcastle) Ltd (shipping agents).

Burnett House occupies a prominent site on the North Side of Castle Street and is one of the key “gateway” buildings into the Old Town. The property had been derelict for many years despite efforts by Hull City Council to secure its refurbishment.

In spite of being an attractive building, the level of investment needed to make the property structurally sound meant that it was an uninspiring option for developers. However, because of its prominence in a strategic location, Hull Citybuild embarked upon the recent programme of structural repairs and refurbishment of the shell of the building.

The work was supported by grant aid from the Hull Old Town Townscape Heritage Initiative (THI) – a grant - giving programme for the repair and regeneration of the historic environment in parts of the Old Town Conservation Area. The THI is funded by the Heritage Lottery Fund and Yorkshire Forward and managed by Cityventure, on behalf of the City Council.

The refurbishment of the shell has been undertaken to a high conservation standard. The roof has been repaired using traditional slate, the front windows have been carefully reinstated based upon the template of the originals, the gutters are timber and the downpipes cast iron. The works were undertaken by S Voase Builders and project managed by EC Harris.

Specialist contractors Walltec were commissioned to undertake stucco repairs to the front elevation. Whilst retaining as much as possible of the original fabric, Walltec carefully rebuilt or reinstated the special features around the windows and quoins. Houghton’s of York were commissioned to carve the two figurative consoles, which decorate the building at roof level. The carvings are based upon photographs of the original consoles, which were stolen many years ago, and depict the face of Britannia.

As a result of this first stage of refurbishment, Burnett House has been transformed from a derelict eyesore into an eye-catching example of heritage-led regeneration. Citybuild are now working to ensure that Burnett House is sold on to a suitable developer who will complete the restoration to the best conservation standard, undertake the sensitive redevelopment of the adjoining gap and bring this prominent site into an active use. The Civic Society’s Good Mark is awarded to:

Builders – S Voase Builders Ltd, Hull, Project management – EC Harris, Hull, Owners – Hull City Council, Project development and oversight – City Build, Hull, Conservation monitoring and Grant funding – Hull Townscape Heritage Initiative, Stucco Repairs – Walltec, Havant, Hampshire, “Britannia” – Houghtons of York.

John Netherwood

National Picture Theatre (Bombsite Ruin), Beverley Road, Kingston upon Hull

As members of the Civic Society we are aware that the society has with various other groups, voluntary and public organisations and individual members of the public, given support to saving the National Picture Theatre sited on Beverley Road. In 2006 English Heritage submitted recommendations to The Department of Culture, Media and Sport for the listing of the remaining features of the site and in January 2007 it was given Grade II listing. There are many reasons why people feel the site is important to the City and people both here and across the Nation.



Swan Inn and National cinema façade. (Photo: JD Scotney)

Anyone visiting or walking around the city of Kingston upon Hull at present, cannot fail to see the many street banners and signs supporting the **Wilberforce 2007 Project** with the words **Pride, Freedom, Belief and Change** boldly displayed. (We thank the Project team for giving permission to use the words in context with these notes).

The words certainly ring true to the 'Kindred Spirit' and **Pride** of place that kept the city and people together through the dark days of the 1939 to 1945 WWII era and the 'Blitz' on the city. During the war people on the 'Home Front' were **Proud** to serve in keeping the port and docks open, others worked to support the war effort on the railways, in industry and commerce and helped to keep public services going. The Community as a whole had a role to play including the public and voluntary sectors. Through the air raids the City Fire Brigade, Police, Ambulance and Hospital Services worked tirelessly, as did those involved in the merchant shipping and Fishing fleets. Factories kept working and the buses kept running, children continued to attend school and many young people acted as Telegram messengers. The Wardens, the W(R)VS, St. John's Ambulance, the Red Cross and other voluntary group workers and organisations were on hand to serve one another and the community at large. In fact people from all walks of life lived in and served the city and the nation on the Home Front. The people suffered, but they did so as a service to each other, serving the Cause of **Freedom** from tyranny and oppression.

Throughout the war and during the early post war years the scars across the city were widespread, but people in the city and across the nation, had to live with the **Belief** that things would change for the better. Post war new buildings began to rise in the city centre, new housing schemes were put in to place, rationing eventually came to an end and the city began to prosper. Things did **Change** over the years and this has continued with the regeneration of the Ferensway and St. Stephen's Project linking in the new buildings around the older historic Paragon Railway Station and the 1930's Quality Street (original name for Ferensway) buildings. The new centre and transport interchange will open later this year. To be successful a city must build on the Heritage of the past blending with the new to attract visitors and investment for the future. This links in well to historical buildings such as the National Picture Theatre (and Swan Inn) and other street buildings along Beverley Road.

During the period 1939 to 1945 cinemas played a major role in the everyday life of the nation. Apart from radio as a national form of entertainment and news through broadcasting, cinemas were at the heart of the local community for entertainment, news and social life. Cinemas were also used to pass on information, showing films to depict the spirit of the nation at the time and for government bulletins and propaganda. The films shown included, 'The Fires Were Started' about the wartime fire-fighters (C1943), 'Mrs Miniver' and other classic films. Showing at the time of the bombing was Charlie Chaplin's 'The Great Dictator'. The National Picture Theatre site is relevant to present day living, to help us reflect on the importance of the major role played by the people on the home front in 'A North East Coast Town' (The name of the city was rarely used during the war for security reasons, hence the reason for many history books missing the important contribution Kingston upon Hull had made at this time). Pride of place is built up through Educational values linked to the History and Heritage of a community. Buildings become places of remembrance and memories which need to be preserved in order that present and future generations can look back on such events that happened in the past and learn from the 'first hand' experience of visiting historic sites and places.

Over a period of time local groups, national and local organisations and individual people had discussed a number of ideas with the previous owners suggesting that the site could with sympathetic planning and development, alongside any regeneration, become 'A National Civilian WW2 Memorial and Educational Heritage Centre'. Beverley Road in itself has a history of community, with local Edwardian street appeal, next to the cinema site is the Swan Inn, another significant and unique building, it is the last remaining bow window public house in the City and the East Riding with a pleasing frontage in this style. With careful planning and sympathetic development around the site, the area could be regenerated to attract visitors, school parties, and serve as a reminder to those who served the city and the nation in the past, and could foster the **Belief** that one day War and conflicts around the globe will be confined to the history books.

Tom Robinson

52 High Street - a Commendation



Photo: JD Scotney

52 High St is made up of 5 distinct buildings and is the product of the successive redevelopment of the site, which is likely to extend back to the medieval period. The complex is typical of the High St area, occupying a narrow site extending from the street frontage and through to the river Hull. The building on the street frontage would originally have been a house, but became office accommodation in the 19th Century. To the rear is a complex of buildings. At the beginning of this century the building had been vacant for many years and was in an extreme state of dereliction.

The restoration of no 52 was undertaken by Evans Property Group as part of their overall redevelopment of numbers 52 to 58. The works were supported by a grant from the Hull Old Town Townscape Heritage Initiative (THI) – a heritage grant programme funded by the Heritage Lottery Fund and Yorkshire Forward and managed by Cityventure (on behalf of Hull City Council).

The grade II listed property had been derelict and deteriorating for many years prior to the restoration. A previous grant from the English Heritage HERS programme had helped to secure the building from total collapse.

The restoration was designed and overseen by Architects Kilmartin Plowman and Partners. Detailed discussions were undertaken with English Heritage early in the process to establish a mechanism for stabilising the building. A philosophy of sympathetic intervention, retention and like for like replacement underlies both the engineering and detailing of the project.

The north elevation of the property is an important and original feature of the building, depicting the architectural history of the building from 17th Century. This has been restored retaining all existing features and keeping re-pointing to a minimum.

Where possible the existing roof rafters and bracing elements were retained. Clay tiles to match the existing were sourced locally and the roof retiled. All timber gutters, details and lead work were replaced to match the existing. Some internal machinery, such as a grain hopper, has been left in situ and unfixed machinery has been left on site for future integration.

The project has secured the immediate conservation and long-term preservation of an important building that was both derelict and deteriorating. The key features of interest, patterns and layout of the building reflecting historic changes over time have been maintained. The owners are currently seeking a quality tenant who can make best use of the exceptional historic floorspace that this building offers.

The Civic Society's Commendation is awarded to the architects - **Kilmartin Plowman & Partners Ltd**, Horsforth, Leeds, and the developers - **Evans of Leeds**.

John Netherwood

Planning and Buildings

Old Town

The first Farmers' Market opened in Trinity Square (King Street) on Friday 25th May with two refreshment stalls and about 16 stalls selling fresh food. It will be held from 9 am to 1 pm on the 2nd and 4th Friday of each month and should benefit nearby shops and the covered Market. A detailed application for the proposed new footbridge from the end of Scale Lane Staith to the eastern bank of the River Hull was submitted in late May.

Island Wharf

Nikal Ltd and Hull CityBuild received permission in February for the final details of a 6-storey block of 51 flats on the corner of Railway St and Wellington St West. The second office block is nearly complete and first tenant of the other block will be the Royal Bank of Scotland at present in Silver St. Wellington Street bridge is now back in place, but is not yet open to road traffic.

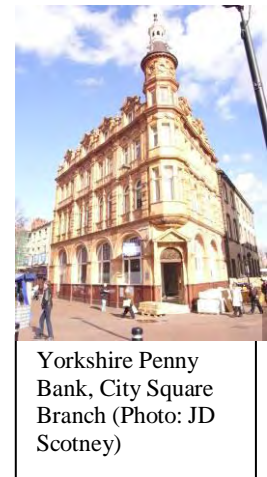
City Centre

May saw approval of a scheme to convert 25-30 Albion St (for many years the Oasis night club) into 24 flats and to build a block of 34 flats to the rear, facing onto Baker St. Last year, the scheme for new flats behind the YPI, George St, was refused. In April, a less ambitious scheme to turn the existing sports facilities into 3 flats and 3 town houses was approved. In Dock St, Danby's warehouse has gone, revealing the rear of the Georgian houses in George St. Work has started on the apartments approved some time ago. At 10, 11 & 12 Dock St, Hall Construction applied in March to add a rear extension and mansard roof to the 1790s houses to create additional flats to those already approved.

When the Yorkshire Bank's City Square Branch (B.S. Jacobs, 1900) closed last summer, it occurred to me that a café would be an ideal new use. However, many people, including the city's planning officers, were surprised by the unauthorised commencement of work in early March, and the opening of Caffé Nero on 23rd April. The application was not submitted until 5th April. Was this an oversight or disregard for planning law? Whether accidental or deliberate, retrospective applications set a dangerous precedent.

Goldsmith's jewellers (corner of Waltham St), submitted an application in February to substitute a flat window for the distinctive first floor curved bay window at 46 King Edward St. We objected, and, fortunately, the application was refused.

The Quay West shopping development received final approval on 24th May. Construction is expected to be complete by 2011 and all units to be occupied by 2016.



Ferensway & St Stephens

Work has started on the foundations of the new Hull Truck Theatre (corner of Lombard St and Ferensway). At Paragon Station, the bus station control room, the new travel centre and the Ferensway pedestrian exit canopy steelwork are well advanced. The undulating roof of the shopping mall is already a distinctive feature, especially when seen from the Park St side.

West

Permission has been given for greyhound racing to resume at the Boulevard ground and for erection of new kennels. (see separate article). The March planning committee meeting also gave permission to demolish what remains of the listed Gilchrist's smoke house in Subway St, off Hesse Rd. Traffic on Calvert Lane has long been restricted by the abutments of two railway bridges. An application was submitted in February to remove the remaining bridge and both abutments and re-grade the embankments.

At the May Planning Committee, the application to create 22 flats in the upper storeys of the listed Marina Recreation Centre at the corner of Kingston St and Commercial Rd diagonally opposite the Ice Arena was approved. Indoor bowling will continue on the ground floor. This was once the office of Ellerman Wilson, the world's largest merchant shipping line.

East

Permission was given in April for the developer Pure Urban to build a hotel and a multi-storey car park on Tower St on the eastern bank of the River Hull, as part of "The Boom" development. Tower Grange, the Edwardian house from which the police station on Holderness Rd (opposite Portobello St) derives its name, is now to be refurbished instead of demolished.

North

Hull College's new Construction Skills building on the northern side of Freetown Way is well advanced. In March, the planning department "disposed of" the application to build student flats at Anderson's Wharf on Wincolmlee. I understand that

Construction Skills building. Photo: JDS



this means that insufficient information has been provided by the applicant within the normal time limit. A revised scheme to convert St Vincent's Hostel into flats, with a separate annexe, was given listed building consent in April.

At the end of 2006, an application was submitted by Reid Park Developments to build a restaurant and flats on Beverley Rd, incorporating the Swan Inn and extending onto the land behind the façade of the former National cinema, bombed in March 1941. The cinema façade and remains of the foyer and vestibule are of unusual historical significance, being Britain's only World War II blitz ruin still substantially unaltered. Through the efforts of the National Civilian WW II Memorial Trust and English Heritage, the remains were listed in January 2007. The Civic Society put forward suggestions, in response to the application, for refurbishing the Swan as a distinct building and modifying the restaurant and flats design to conserve the most significant features of the cinema site (see the article by Tom Robinson).

John Scotney.

Environment Agency Flood Defence Powers

Comments made by the Environment Agency, in response to the Draft City Centre Action Plan, make interesting reading. They state that they have powers under the 1980 Yorkshire Land Drainage Byelaws and that any development within 8 metres of the Humber or River Hull would require consent from them. This consent is in addition to planning consent. This is to provide an access strip for the construction and maintenance of existing and future flood defences. They would like this area to be protected by the inclusion of a suitable policy in the City Centre Area Action Plan.

Although they have had these powers since 1980, they have only recently thought of using them in Hull. Several developments have been built quite close to the River Hull in High Street. The, now abandoned, last application for student flats at Anderson Wharf, Wincolmlee, only had a walkway, 2 metres wide, between the proposed flats and the River Hull. The indicative plan of the outline application for 'The Boom' only had a walkway, 5 metres wide, between the buildings and the River Hull.

It seems that this policy will be included in the Submission Draft City Centre Area Action Plan, which will be consulted on later this year. Developers will not like it.

Walter Houlton, February 2007

Attitudes To Health In Hull

Did you know that people in Hull can expect to live 3.5 years less than a more prosperous area only an hours drive away?

Hull Teaching Primary Care Trust is asking members of local voluntary groups such as ours to support a piece of research into the factors and attitudes which affect peoples health in our city.

They are planning to hold discussion groups across a number of wards over the next few weeks.

If you would be prepared to join in the survey please phone Paul or Lee on 0800 1380845 and register your interest.

The Civic Society is a member of Hull Community Network which exists to support the voluntary sector in Hull, and we have been asked to send this information to all our members.

John Netherwood

The Friends of Hull Screen

This group has been formed to give people a say in the future of Hull's excellent independent city-centre cinema. Contacts: Susan (07767 495832), Val (321895) or fhs@hullpeace.fsnet.co.uk

There is also a website: <http://www.sokuto12.karoo.net/fhs.htm>

Civic Society Officers and Committee 2007 – 2008

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Planning, Museums, Transport, Industrial Heritage	Colin Cooper	863339
Hull Festival, Open House & marketing	Karl Loge	07727 290615

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

Membership Subscriptions

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

Application for membership of HULL CIVIC SOCIETY

Full Membership subscription: individual £10.00, couple £17.00 per annum.

Name _____

Address _____

Postcode _____ Tel. _____ Date _____

Please send with your subscription to:

Ian Loge, Hon. Treasurer, c/o Suite 25, Hull Business Centre, Guildhall Road, Hull, HU1 1HJ