

HULL CIVIC SOCIETY NEWSLETTER

JUNE 2005



Old Town Regeneration

No. 8 Dagger Lane, recently converted from offices into 6 apartments. (Photo: J.D. Scotney)

In this issue: Anita Dalheim, Trevor Saltern, Programme, New Venue for Meetings, Chairman's Report, Local Transport Plan 2, Good Mark, Renaissance of Hull (Part 5), The Future of Spurn Point, Farewell to Fletcher's Corner, East Hull Revisited, Rhyme of the Modern Monster, Impounding the River Hull, Planning and Buildings, 40th Anniversary Newsletter Feedback, How High? Committee 2005-6.

Anita Dalheim

We were very sorry to hear of the death, on 18th March, of one of our founder members, Anita Dalheim. Anita and her surviving two sisters, Rosie and Erica, made a great contribution to the early success of Hull Civic Society, campaigning on many issues and working tirelessly on fundraising and social events. She was also an active member of the German Lutheran Church as are her sisters. By profession, Anita was an infant teacher, working at various schools, including Bricknell, Grange and St Charles Nursery School, before retiring in the early 1980s. Anita was a lively, active and very kind person, who took a great delight in all living things, especially animals. She will be greatly missed by her family and friends.

Trevor Saltern

Trevor Saltern has served the Society for several years as our Honorary Auditor and we were very sorry to learn of his recent death. We would like to extend our condolences to Mrs Saltern and other members of his family.

Spring and Summer Visits 2004

*Non-members are welcome to join us for all our visit and meetings, but places are limited on some of the 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*

Sunday 19th June, 2pm - Sculcoates Conservation Area Walk - Meet at St Mary's Church, Sculcoates Lane. Guided Walk by Hilary Byers (Conservation Officer, Hull City Council)

This event has been organised to mark the designation of the Sculcoates Conservation Area on 20 January 2005. The area includes the site of Needler's Sweet factory, a section of the Beverley & Barmston drain, various cemeteries, a tannery, the historic Sculcoates Goods depot, a traveller's site and the magnificent Northumberland Avenue Almshouses.

Hilary will explain why the area was designated and how its special character will be protected. ***Places limited – please book.***

Saturday and Sunday 2nd / 3rd July - 'Open House'

An opportunity to visit many buildings in the city centre, suburbs and Sutton that are not usually open to the public. Programmes will be widely 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.***

Sunday 17th July, 2 p.m. - Visit to Wakefield – Meet at Wakefield Westgate Railway Station.

A guided walk following the city's Blue Plaque Trail and revealing some architectural and historic gems. *Car sharing may be available; if you need a lift or can offer spare seats, please mention this when booking.* ***Advance booking essential on (01482) 587550.***

'The aim of these Hull Civic Society visits is to provide something a bit different and to inspire, encourage and delight those who come along.' (Adam Fowler)

Autumn Programme - First Meeting: Monday 19th September, 7.30 p.m.

All meetings will be held at the Northern Theatre (former College of Art), Anlaby Road.

Other meeting dates: 10th October, 14 November, 12 December 2005 and 9 January, 13 February and 13 March 2006 (all Mondays at 7.30). Details of speakers and subjects will appear in the September Newsletter.

New Venue for Civic Society Autumn Programme

The 2005-2006 season of public meetings will be held at the College of Art Building on Anlaby Road, which in 2004 became the new home of the Northern Theatre Company and the Northern Academy of Performing Arts.



Photo: John Scotney

The venue is very central for public transport, car parking is available at the rear and it is accessible to wheelchair users via an entrance on the eastern side. There are three main reasons for the move, which was proposed by the Committee and approved by the AGM in March. Firstly, we felt that this was an opportunity to give tangible support to the Northern Theatre Company, which has enabled many young people to receive training in dance and drama. The company has taken a leap of faith in buying and giving a new use to one of Hull's most elegant Edwardian listed buildings. This ended a campaign lasting several years, during which the Civic Society endeavoured to secure a new use after

the University of Lincoln announced its intention to move out.

The College of Art was built in 1904, to the design of E.A. Richards and is a very distinctive brick and stone building, with its semi-circular porch, carvings and a mosaic in the gable end representing the arts. This was put together by the Bromsgrove Arts Guild. Its regrading in 2002 from 2 to 2* by the Department for Culture Media & Sport indicates the architectural quality of the building.

Secondly, members of the committee felt that the social aspect of the society would benefit from the less formal refreshment arrangements at this venue. Thirdly, there will also be a saving in room hire fees at the new venue, which will help to make better use of the Society's resources.

Nevertheless, we have been very satisfied with the service provided for the Society at the Royal Hotel for many years, and we would like to take this opportunity to express our appreciation to the hotel management and staff for all their hard work and co-operation.

Editor

Chairman's Report

Welcome to the Summer Newsletter and thank you for your support as a Hull Civic Society member. This is my first report since the Annual General Meeting in March, so it is again pleasing to note the Society is moving from strength to strength with a vastly improved financial position combined with a more interesting array of activities to engage our members. The summer programme kicked off in May with a guided walk around Hull city centre. Regrettably Roy Dean was unavailable to lead the walk, so our thanks to Paul Schofield who stepped in at short notice. Paul's walk was certainly no disappointment, with an interesting mix of history and contemporary development.

From Paul to Paull with a guided walk of this Humber bank village led by Dave Smith, followed on the 19th June by a tour of Sculcoates. This is a timely visit to mark the recent designation of the Sculcoates Conservation Area, but I will let Hilary Byers, the City Council's Conservation Officer, explain more on the day.

July marks the annual Open House – an opportunity to visit a range of buildings not normally open to the public. This year there will be a maritime theme. On 17th July, we are guests of Wakefield Civic Society as we follow their Blue Plaque trail in this interesting and underrated city. Finishing touches are also being put to our Winter Programme of talks, which will now be held at Northern Theatre (the former School of Fine Art), Anlaby Road, Hull – itself recently subject to a Civic Society

campaign to save the building following the demise of the Art School.

The Civic Society have awarded a Good Mark to Beal Homes for their splendid transformation of a derelict site, incorporating the former Medical School Façade in Kingston Square into new flats – a refreshing end to a long-running civic society campaign. We also contributed to the cost of a plaque. A Good Mark has also gone to John Ainsley for the restoration of 110, 108 and 104 Osborne Street in the city centre for an imaginative conversion into three dwellings. We are also due to award a Good Mark for the creation of Queen's Court. We are also working on erecting a plaque at the former Sentry Box on Victoria Dock and we continue to take an active role in the Old Town Heritage Initiative – awarding grants to bridge the gap between building conservation and commercial viability.

I am pleased to report that we have met with the Highways Agency to register our concern at the state of landscaping on the A63 – our points were accepted by the Agency. The Society is also supporting the proposal to create a History Centre in Hull. There is a 'watching brief' over Hull's Housing Gateway and we have welcomed proposals to amend the Newland Park Conservation Area.

Adam Fowler.

Local Transport Plan 2 - Update

Hull City Council has commissioned Faber Maunsell to prepare a detailed plan to cater for Hull's transport needs for the next 5 years. This Local Transport Plan sets out what the City Council hopes to achieve from 2006 to 2011 and considers four aspects: road safety, accessibility, air quality and reducing congestion.

In May, there was a seminar for invited groups, including representatives of Hull Civic Society, and a public exhibition was set up in Queen Victoria Square and other locations in Hull. The consultation process includes a questionnaire, available both in printed form and on the City Council's website, to ask what people view as the main priorities for transport investment. Do please complete one and submit it to the Council if possible; your views count!

Civic Society Good Mark Award for 110, 108 and 104 Osborne Street

On Friday 18th March the Society awarded a 'Good Mark' to John Ainsley for the restoration of 110, 108 and 104 Osborne Street. The section of Osborne Street west of Ferensway has been considerably improved by the sensitive conversion of these three Victorian shops into attractive houses.

The area has suffered in recent years from inner city decay and these old shops had become depressingly neglected and ruinous when John Ainsley took on the task of restoring them. He has converted them imaginatively into three dwellings within a unified façade while providing three separate and different interior layouts. The use of quality materials and high levels of craftsmanship have produced enviable city centre accommodation which combine modern interior decorating and finishes within a convincing framework of Victorian brick, sash windows, panelled doors and sympathetic internal joinery details. The internal spaces are high-ceilinged and generously proportioned and the addition of conservatory-style rear porches (typical of Victorian villas) cleverly leads out onto the well-designed decking areas in the back yards. These properties had previously been horribly 'bodged', but John Ainsley stripped them out from soil to sky and made them good again through the application of craftsmanship and design understanding. The development deserves a Good Mark for bringing these buildings and ultimately this street back to life.

Malcolm Sharman

The Renaissance of Hull - Part 5 (Final Part)



In September 2002, John Netherwood produced a 40-page comment on the Draft Master Plan, published the previous month. The following is the final part of our summary of John's comments.

Paving in front of shops

Many shops own a strip of paving about ten feet wide between the shop front and the public pavement. Often the variety of paving materials, style and quality produces a very frayed and tatty appearance to the street scene. One example is the parade of shops north of the junction of Beverley Road and Clough Road, where there are about fifteen different sections, many of them cracked, broken and patched with tarmac and concrete. The remedy lies beyond the resources of individual shopkeepers and there needs to be a scheme to integrate the paved areas into a unified and attractive whole.

Beverley Road. Photo: John Netherwood

Derelict shops

In a number of prominent cases, certain shops have become so run down that they are worthless and will never be let or sold. A revolving fund to buy them up, refurbish them and then re-sell or let them is urgently needed to grapple with the planning blight they cause - they stand out like sore thumbs. The parade on Anlaby Road opposite the end of Walton Street (and noticeable to visitors to our new Stadium) is a sad example of empty, derelict shops.

House boundary fences and walls



Spring Bank West (Photo: John Netherwood)

Another example of street scene ugliness that requires a unifying project is to be found on Spring Bank West. Many of the houses opposite the cemetery have been restored, but no matter how many new window frames, new roofs and coats of paint are installed, the street will always look tatty because each house has its own version of a fence, wall or hedge, all to different heights and materials, or no barrier at all. This would not have been the case when the

houses were built as an elegant terrace with unified railings. There needs to be a project to work with the owners to replace the full length with a unified and complementary style of boundary wall. This would improve the whole look of the street and, in turn, increase the value of the properties. It would not be a costly improvement, but it is a tricky management problem.

The vast improvement that has been achieved along Askew Avenue, as part of the regeneration of Gypsyville, shows just what can be achieved by this approach. It was much easier there, however, because the council owned most of the properties. Sadly, there are several "bad teeth" in this fencing scheme because of the few houses which had been sold to their tenants. Their own fencing stands out from that of the rest of the uniform and stylish fencing along the rest of the avenue.



Askew Avenue (note the house excluded from the scheme!) Photo: John Netherwood

Hull the pioneering city

Who were and are the pioneers of Hull and what did they do for Hull, the UK, the world, technology, culture, politics, architecture, retailing etc.? Most of our citizens will only be able to list two or three names and many will not know their contribution or when they lived. We need ways of bringing them back to life for visitors, our own citizens and, particularly, the younger generation. A bold “in your face” approach is needed across many fronts and media – they need marketing. Media to be used could include major billboards, street showcases, a series of leaflets available in the museums, library and Tourist Information Bureau, a book and the internet (thisishull.co.uk)

Our slogan has got to mean something to people. Perhaps there needs to be some kind of (mainly posthumous!) award: “Pioneer of Hull”. There could be a large bronze plaque on the side of the Guildhall listing and formally recognising the pioneers. If a physical memorial to each of the pioneers were installed at various points in the city (they need not be statues as such) then we could have a Pioneer Trail like the Fish Trail, which is a very popular attraction.



Statue on the Guildhall Roof
Photo: John Netherwood

Sculpture

Throughout history, publicly displayed sculpture has played a significant role in the life of cities and we have our share, dating back in many cases to the 19th and early 20th centuries. Over recent years there have been several additions, for example those round the Marina, or the old anchor outside the Maritime Museum.

While some modern artworks can be very beautiful and thought provoking, there are also some examples of artless design in cheap materials which do nothing for the soul. It is to be hoped that Hull acquires more sculptures of the standard of the “globe”

at the junction of Freetown Way and Percy Street; it displays good design, good materials and good craftsmanship.

In Aachen, Germany, they have three very bold statues which fascinate children: a large bronze dinosaur with water dripping along the length of its tail, a bronze helicopter which children can sit in and a thirty foot high stainless steel tulip which opens and closes its flower every few minutes. High tech sculptures could also be appropriate in Hull: a huge liquid crystal display (pioneered at Hull University by, I believe, Professor Graham) or an actual Hawk aeroplane to recognise the contribution this product has made to the local economy over the past twenty years.

The city does need more pieces of sculpture and they need to be substantial, not weedy little efforts!



“Globe”. Photo: John Netherwood

And finally – a “spectacular” for Hull – the City Cable Car

Many cities have a spectacular attraction which is an icon for the city, and by which the city is known throughout the world. New York has its Statue of Liberty, Blackpool has its Tower, London has its Eye; what Hull needs is - a City Cable Car. This is not as daft as it sounds at first. Barcelona has two! Hull now has many of its attractions spread out across the city – the Deep, the Museum Quarter, the Transport Interchange (due to open in 2006), shopping centres and the Marina. Hull is flat and there are few opportunities for a high level view of the city. It looks great from the top of Princes Quay car park! Cable cars are a very well understood technology and can be built to a fixed cost. There are lots of successful examples throughout Europe in ski resorts (*and at Matlock Bath! – Editor*). They are safe, pollution-free and take up virtually no land space. They can interlace the existing infrastructure without the need for demolition and can be installed with minimum disruption. Almost uniquely in transport systems, they run continuously and provide a high capacity and need a minimum of staff to operate. They’re fun, they work, they’re efficient and they’re fantastic. WE NEED ONE NOW!

The Future of Spurn Point

As the Holderness cliffs erode and the coastline gradually moves westward, Spurn erodes on its North Sea side. If the rate of accretion on Spurn's west side is less than the erosion rate on the other, Spurn gradually becomes more narrow. Spurn could then be breached at a narrow point when battered by the violent waves of a surge tide.

Breaches in Spurn have been repaired during the last 146 years but, in earlier times, breaches were not repaired and the old Spurn was gradually washed away and a new Spurn started forming to the west of the old one. There have been five Spurns in recorded history, the earlier ones existing for about 250 years. Some people today think that it would not matter if Spurn was breached but recorded history suggests otherwise.

An earlier Spurn, Ravenser Odd, was breached around 1250; the prosperous port of Ravenser Odd was left on an island, which was completely washed away by 1360. With a wide-mouthed estuary, the deep channel was now close to the north bank of the Humber; there were great floods and Meaux Abbey's Saltaugh Grange, south of Keyingham, was inundated and the buildings had to be re-erected further inland. The villages of Friskmesk, Orwithfleet and Tharlesthorpe, south of Ottringham and Patrington, were washed away between 1250 and 1400.

On the south bank, accretion took place and the tidal harbour at Grimsby became silted up. A toll was granted in 1255 to help to support work on the port. In November 1280, the Sheriff of Lincoln commissioned John Bek to enquire into diverting the River Freshney into the haven to try to clear the silt which was obstructing it. As a new Spurn developed, giving shelter to Grimsby, port traffic improved in the 16th century, although much of this was coastal.

The next Spurn, called Spurn Head, was breached around 1550 and had washed away by 1600. Once more, the haven at Grimsby silted up. The Rev'd Abraham de la Pryme visited Grimsby in 1697 when he found it to be 'but a little poor town, not a quarter so great as heretofore'. It had been 'very great and rich formerly, by its having a large spacious haven which brought great traffic to the town'. De la Pryme thought that the reason for the haven silting up was that strong waves had washed away the high cliff at Cleethorpes and cast it into the haven. He probably did not realise that the waves were strong because the Humber had lost the protection afforded by Spurn Head.

Grimsby continued to decline until a new Spurn, Spurn Point, developed and provided protection to Grimsby and Cleethorpes. Docks were built in 1800, 1852 and 1857. Grimsby's fortunes revived when the Manchester Railway Company built a line there in 1844. After the railway amalgamated with the Haven Company, in 1845, the Royal Dock was built out three quarters of a mile into the Humber.

If Spurn was breached today, the Port of Grimsby would survive but Cleethorpes would be badly affected by strong waves and extensive mudflats. With a wide mouth to the Humber, a greater volume of water would enter when a surge tide swept down the North Sea. There would be a much greater risk of flooding further up the estuary.

When the area around Hull was flooded in the 13th century and the Monks of Meaux reported that the water had extended up to their woods and fish ponds at Cottingham, the Humber did not have the protection of Spurn. History seems to show that breaches in the Spurn sandspit can have unfortunate consequences for places bordering the Humber Estuary. Spurn should be protected from destruction and its gradual realignment further west should be assisted by a management programme.

Walter Houlton.

September Newsletter

Many thanks to all our contributors. Please submit all items for the May 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 e-mail john.scotney@talk21.com.

Farewell to Fletcher's Corner

Fletcher's city centre shop at the corner of Jameson Street and King Edward Street closed a couple of years ago, along with the bakery and their chain of suburban shops. This April, the fountain, which has been a feature of this corner for half a century, followed Fletcher's into history. It has been replaced by a flat area of paving for outdoor tables, ready for the imminent opening of Hull's first Starbuck's coffee shop in Fletcher's old premises. Fletcher's corner is no more, but I can already hear the next generation saying "If you stand long enough at Starbuck's Corner you'll see everyone you know."

Editor.

Fletcher's corner in 1986. Photo: JD Scotney.



East Hull Revisited

An important part of East Hull's social history is now on display at the Maritime Museum. Retired East Hull hairdresser Walter Oglesby worked for over 50 years at no. 985 Hedon Road, almost opposite King George Dock gates, and amassed the "Marfleet Collection", an unofficial museum of life on Hull's docks, which he had on display at his shop until his retirement in 1999. This has now been donated to the city's museums. From the late 1960s, when 5,000 people worked on the docks, mainly as stevedores, he knew that changes were on the horizon and set out to collect a range of memorabilia relating to work on the docks.

Now on display are grain scoops, scuttles and ploughs, a reminder of the days when 900,000 tons of this commodity was handled in Hull (15% of all outward cargo) annually. Also on display are bag hooks, tomahawks (used to shift crates), timber levers and saddles, used to protect the dock workers' shoulders when handling this still-important cargo, then discharged plank by plank. Also on display are photographs (did you ever see so many barges?) ropes and knot displays, First Aid Equipment and the coveted "Book", which granted its holder a lifetime's work on the docks with no apparent threat of redundancy.

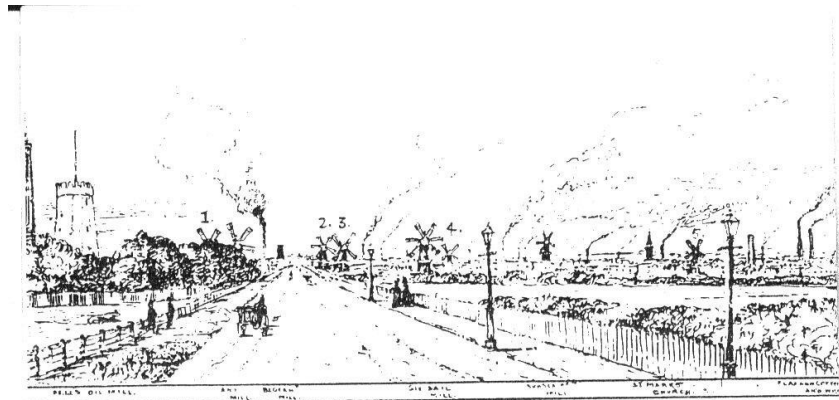
The collection extends to over 300 items and serves as a reminder of the lives and times of Hull's dockers, who for many years endured atrocious working conditions, but whose plight was always overshadowed by the deep sea trawlermen. Only in the 1960s did things improve and the industry was de-casualised, by which time the dockers were the butt of jokes and media criticism as the diminishing army sought to protect their traditional work practices against the advancing tide of containerisation and roll-on-roll-off ferries, which eventually led to their virtual extinction.

It is pleasing to see such a collection in public hands and it is hoped that a permanent display can be set up. It is also good to see an individual preserving a little of Hull's rich maritime history - our commendation goes out to Mr Oglesby for his efforts.

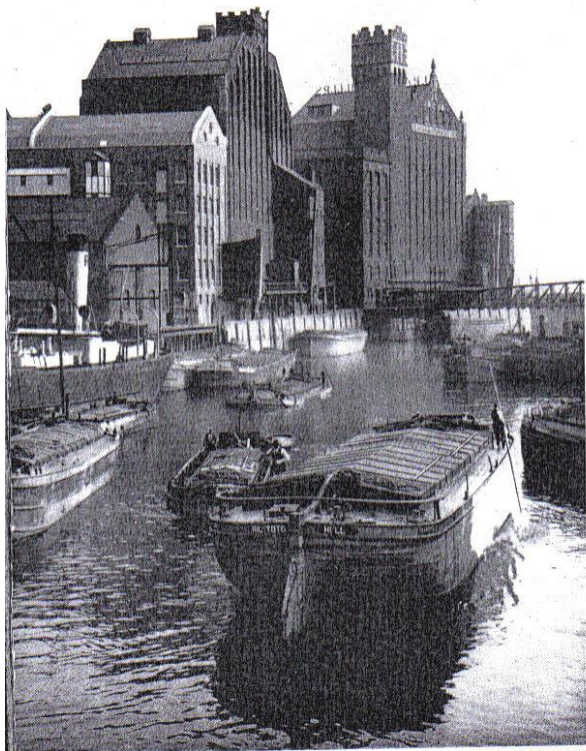
One of East Hull's oldest traditional industries is set to disappear with the closure of the Clarence Flour Mills of Rank Hovis McDougall near to Drypool Bridge. Started in east Hull in 1875, the business has occupied this site since 1891 and was the company's first roller mills with riverside silos and berthing facilities. By 1933, Rank's had become a public company and was Britain's largest flour miller. Bombed in 1941 and later rebuilt (around 1952), retaining part of the original silo walls, it is the last of four large flour mills in the city which survived into the 1960s (others being Spiller's Swan Mills, next to Sculcoates (Scott St) Bridge, C.W.S. Flour Mills, down Glasshouse Row, Wilmington, and J.G. & B. Thompson), securing Hull's position as the North's main centre for import of grain. It

handled about 10% of this commodity in the early '60s. It is successor to the humble windmill. Blashill's well-known view of Holderness Road in 1865, looking east, shows 7 mills and in fact Hull had no fewer than 21, with 10 on or near to Holderness Road.*

It is sad to see the end of a locally-founded business in the city for 130 years, with the loss of 41 jobs. No doubt, the city planners and image-builders will be excited at the prospect of a prime riverside residential site, with hundreds of apartments in a new or



Blashill's 1865 Panorama of Holderness Road near Southcoates Lane, drawn with some licence in the spacing of the mills. Those not named on the original are: 1. Waddingham's; 2. Marshall's; 3. Bartle; 4. Dale's, Dansom Lane; 5. Hume Street (possibly).



Rank's mills in 1939

refurbished building. Those with a more realistic attitude will be saddened by the departure of another large Hull-founded company from the city, (so soon after Northern Foods, whose departure led to over 100 job losses), and the loss of another port-related business. Even the most eye-catching and well-designed apartments will be of no benefit unless further jobs and prosperity can come to the city. Our northern counterparts, such as Leeds and Manchester have large professional and commercial bases to counter-balance the decline of traditional industries. Hull simply has none of these, for example regional offices of banks, insurance companies, government departments etc. With flour-milling set to follow such industries as brewing, shipbuilding and sweet making into the history books, where will all the future wealth be generated to buy the proliferation of new apartments, to wine and dine at the vibrant bars and bistros and shop at the high class shops we are promised by the St Stephen's developers, in this aspiring (or should it be expiring?) top 10 City?

Mention of Joseph Rank leads to reminders of his involvement in seed crushing. This began in 1897, when he became involved in the Eagle Oil Mills, previously run by his brother-in-law, Mr A.J. Laybourne. This business established in the 1860s was in need of further capital, which Joseph Rank provided and helped to build a large new mill at the corner of Eagle Terrace and Cleveland Street on land purchased from Hull's defunct Cotton Milling Company. The new mill was to seed crushing what Clarence Mills (1891) was to flour milling, with river berths, silos etc. This move led to 17 seed crushers, 6 from Hull, getting together to form the British Oil and Cake Mills (BOCM) in 1895 to face the challenge. Joseph Rank pulled out of seed-crushing in 1903 and the mill buildings had a chequered career, being heavily bombed in 1941 and partly restored as a jute works for Thomas Smith (Jute) Ltd in the 1960s. The surviving buildings have now been refurbished by developers - John

* (For a comprehensive account of the windmills of Hull, see Geoff Percival's series of articles in the Civic Society Newsletters of May and September 2003 and January and May 2004 Ed.).

Thompson Developments Ltd - as the Eagle Business Centre, providing small industrial and office units.

The social club for BOCM was only yards away from this on Cleveland Street and was called the "Pearson Institute", as it owed its birth in 1903 to the generosity of Mr Isaac Pearson, the then managing director of BOCM. It closed its doors two years ago, having survived the departure from Hull of BOCM in 1972. It is pleasing to see that this fine building, possibly Hull's oldest social club, is shortly to reopen as the New Cleveland Club.

Near to this, the revival sparked by the brilliant renovation of Annison's Livery Stables continues with the superb renovation of 128-129 Witham, Marx Hair Salon (the building between Annison's and the corner of Great Union Street). Work is also in progress to refurbish 18 and 19 Witham, for many years the Cleveland Café, part of the historic row of buildings at the corner of Witham and New Cleveland Street, which includes the former Holderness New Inn (now Jack Rabbit Slim's). It is very pleasing to see such work on buildings in this area, which was once blighted by unnecessary road schemes and could all have disappeared under a sea of tarmac, had societies such as Hull Civic Society and Help! Conservation Action not fought to retain the Annison's building.

Colin Cooper.

The Rhyme of the Modern Monster



Victoria, standing regal in her Square,
Disdains the fracas which pollutes the air
And turns away. The people round her there
Likewise for that intrusive sound don't care.

None has the wish to stop awhile and stare
Upon the giant monster's flickering glare
Or listen to its loud, resounding blare,
Preferring their own choice of peace elsewhere.

A musicmonger now has entered in:
His panpipes, magnified, become a din,
Which, mixed with Monster, ears cannot sustain.
"Escape! Seek refuge!" screams the battered brain.

Donald Campbell.

April 2005.

Cue for a plug for CALAMITOUS - Campaign Against Loud Amplified Music In The Open Urban Spaces. ("Son of CALM"), whose target is precisely this kind of "cacophony, duplicated and compounded", as Donald so aptly puts it!

Impounding the River Hull

For at least three years, Citybuild have been saying that they will investigate the impoundment of the River Hull to create a permanent water level, which will create not only aesthetic and navigational benefits, but also opportunities for water recreation and transport. A permanent water level would require two sets of lock gates; would be very expensive and there would be many objectors. With just one set of lock gates, the River could be impounded at half-tide level when the tide was falling and the lock gates would open again when the tide had risen to half-tide level. The River Hull would be accessible to ships when the tide was above half-tide level. This would not be as expensive as a scheme with a permanent water level and would stand a better chance of being approved by the Government.

Although the River Hull could be impounded by the Tidal Barrier when the falling tide was below half-tide level, the Environment Agency say that being lowered twice a day would wear it out. The best position for an opening weir would be just north of the Tidal barrier. The River Hull mudflats would be hidden from view and the river water would look less muddy. After heavy rain in the East Riding, the closed weir would look attractive with a waterfall running down it. When the weir was open, the River Hull would be accessible to shipping and vessels arriving before the tide had risen to half-tide level probably would not have long to wait.

For the scheme to proceed, the City Council would have to apply for an order under the Transport and Works Act 1990. If the Government gave consent for an opening weir, they would probably rule that the City Council had to dredge any additional siltation and pay the increased costs of drainage authorities. The City Council would probably have to pay for the construction of pumping stations where a drain outfall was below the half-tide level of the River and also pay for the electricity used by the pumps. This continuing expenditure would be costly for the City Council but, perhaps, the East Riding of Yorkshire Council would pay part of the costs if the scheme was organised as a joint venture. There are pros and cons to an opening weir on the River Hull. This scheme should be investigated as well as the one with a permanently fixed water level and once the investigations are completed, a decision should be made whether to apply to the Government for an Order. It could take two years for the Government to reach a decision.

Walter Houlton.

Planning and Buildings

Old Town

The conversion of 8 Dagger Lane into 6 apartments is now complete and looks very attractive. Round the corner, Luminar Leisure has applied to extend the Waterfront nightclub into the hotel part of the complex. At the northern end of "little" High St, J.H. Whittaker's moved one step nearer to their plans for residential development at their three dry docks when permission was given for a bridge link to improve access across the end of the dry dock next to no. 1 High St. In May, proposals were submitted for new lifts and other internal alterations at Wilberforce House. A little further south, at the rear of 36a High St, a developer called Twitten Trustees Ltd is proposing to provide additional student accommodation in a new 3-storey building facing onto Bishop Lane Staith. External work on all three sections of 52 High St was completed in early May, with re-roofing and installation of window frames and doors to the same pattern as when it was first listed.

Permission was granted in March for 6 apartments in the former Pilot Office (corner of Queen St and Nelson St) and in April for the creation of shops, flats and town houses in and to the rear of 9 and 10 Humber St. More conversions and new residential, retail and leisure developments are envisaged for Humber St, Blanket Row, Wellington St and Queen St when the wholesale fruit and vegetable market moves, probably to Hedon Rd. This is, of course, a delicate economic balance for the fruit

traders and things must not be rushed or forced to the traders' disadvantage. Meanwhile, readers should go and enjoy the atmosphere of the fruit market while it remains in its old home!

City Centre

Housing developments in the city centre are generally welcomed, but the 18-storey block of 138 apartments and 51 parking spaces proposed in April by Hollybrook Residential for the site of the long-disused Edwin Davis store on Bond Street is likely to cause some controversy. While redevelopment of Edwin Davis's store, which has been derelict for about 30 years, is long overdue, the new building would be 10 storeys taller than the BBC studios (Queen's Court) and twice as tall as Hull College. An application by London & Regional Properties for a 7-storey building on the site of the adjacent Co-op store with retail, restaurant or pub on the ground floor and flats above seems more appropriate in scale.

In early March, Kingston Apartments Ltd re-submitted another controversial application to demolish 10, 11 and 12 Dock St and redevelop the site with a 3 storey building containing 2 ground floor shops and 6 apartments above. Although not listed, these Georgian buildings date from about 1792 and form part of the earliest residential development of the Georgian New Town on land adjacent to The Dock, which opened in 1778.

The owners of Castle Interiors on Percy St. have applied for outline permission for 31 flats on the site of their furniture store; this looks like a preliminary to putting the store on the market with residential planning permission rather than an intention to redevelop the site themselves. March saw a proposal for 4 flats on the 2nd and 3rd floors of 53-55 Jameson St (the former Abbey National at the corner of Chapel St). There is no mention of the ground floor, which is still boarded up, but that may be because it has always been in retail use. Another, much less prominent vacant building, at 10-12 School St (the cul-de-sac at the western edge of Albion St Car Park, reached via Waltham St) featured in an application by Ossory Estates Ltd to change the ground floor into retail and car park and the upper floors into 4 flats.

One of Hull's most attractive listed buildings, the former Church Institute (next to the Central Library), which became The Institute pub in the 1980s and the Affinity bar only a year or so ago, has closed and is on the market. It is attributed to the Hull architect, H.F. Lockwood and was built about 1846 as a house for Dr James Alderson, chief physician of the Infirmary, then on Prospect St. Perhaps it, too will become a dwelling again. The empty premises of the Oasis nightclub in the fine Georgian terrace (1794-6) further east on Albion St would also be suitable candidates for residential use.

Island Wharf / Marina

In mid-May, Citybuild submitted plans for a 6-storey block of 41 flats at the corner of Railway Street and Wellington St West, plus associated "public realm landscaping" to improve the appearance of the street and quayside in front of the flats.

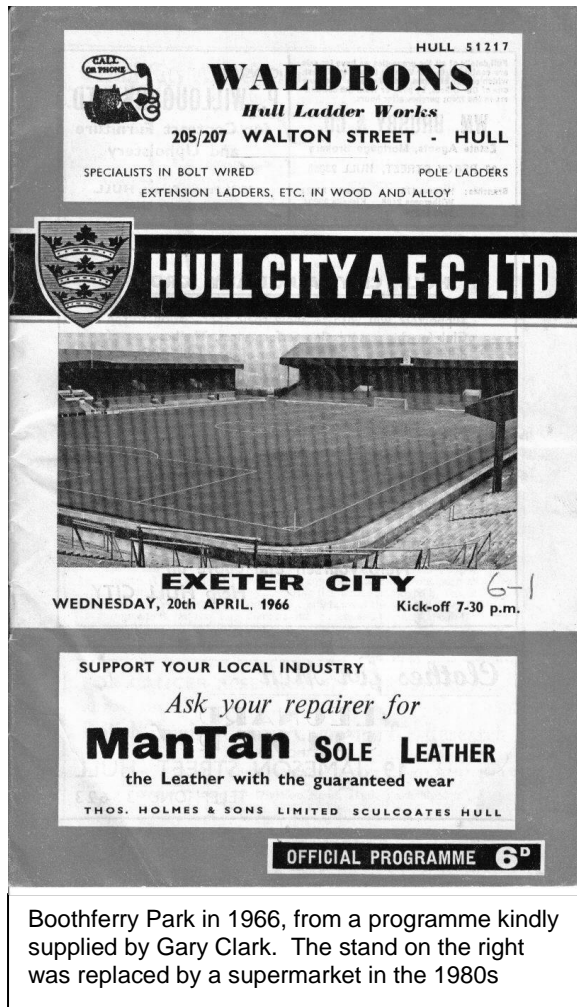
Paragon Station & Ferensway

The next major change is likely to come with demolition of Beverley House, St Stephen's Square (Northern Foods HQ), after its closure on 24th June.

West Hull

The fate of several disused buildings at the city end of Anlaby Rd featured in applications in April. One was conversion of the old Netto supermarket (63-71 Anlaby Rd) into temporary archive space for Hull City Council with some alterations to the facade. The other was an application for the erection of a 5-storey hotel on the site of 51-61 Anlaby Rd, would require the demolition of the New York Hotel, the old Salvation Army Ice House chapel, some shops and, sadly, the Albert Hall - once a music hall - in Midland St. Across the road, the excellent restoration of the Tower cinema (now a club) is nearing completion with the erection of the metal framework for the cupolas.

Further out of town on Anlaby Rd, permission has been granted for alterations to the façade of the Steam Tavern (former West Park Cinema) opposite West Park. The steelwork of the health centre on the site of Plane Street Methodist Church had reached full height by the beginning of May. The most noticeable feature will be a circular tower at the corner. One section of the fire-damaged Anlaby Road (Wheeler St) tram depot has been re-roofed, but the rest of it has been demolished down to shoulder height.



Tigers fans will, no doubt, feel a little nostalgic at the news of an outline application in March by Paloma Land Ltd, of Altrincham, to build houses on the site of Boothferry Park. Meanwhile, plans were submitted in April to extend the KC Stadium upwards to increase seating capacity to 35,000 and to build an 11-storey building containing a 400-bed hotel, casino, bar, restaurant, conference and exhibition rooms.

At Priory Park, building of the new De Vere Hotel is in progress.

North Hull

At the site of the old Hull & Barnsley Railway terminus in Cannon St, the railway office block has been demolished and Hull College's replacement for the motor vehicle maintenance training facilities at Riley is taking shape. A revised version of the Anderson's Wharf riverside block of 137 student flats on Wincolmlee received consent in March and the Hennebique yard and other structures on the site have been cleared. The block of 28 flats on land at the west end of Francis St was approved in May. The re-roofing of the former School of Architecture on Strand Close (1878) has been proceeding gradually for some months. In March, a firm called Kimti submitted an application to convert the fire-damaged building into 16 apartments, with a swimming pool in the hall. Two flanking blocks of flats are also planned.

Listed Building Consent was given in April for to turn Trafalgar St Church (1904-06) into a performing arts theatre. A subsequent application in May mentions a broadcasting suite, editing and production suite and recording studio, with an associated bar and restaurant / bistro. The old German Lutheran Church on Cottingham Rd (1967-68) was demolished in May, and work has begun on a larger 2-storey building to meet the needs the Hull Community Church. A scheme for 87 houses on the site of Hull Grammar School, Cottingham Rd, was submitted in April by the United Church Schools Trust. The school is moving to Tranby Croft this September when it merges with Hull High School to become Hull Collegiate School. Another scheme, for 12 houses on land to the rear of 260-274 Cottingham Rd was refused in March.

Tesco have submitted, withdrawn and re-submitted (in May) revised plans for a two-storey Tesco Express convenience store on part of the long-derelict site of Government Buildings on Spring Bank, between Stanley St and Derringham St. I feel slightly ambivalent about a giant supermarket company's move to invade established shopping streets. On the one hand this gives them an even greater share of the retail market and may deprive other local shops of trade, but on the other hand it increases the shopping facilities within walking distance of a large number of local residents and may reduce car mileage by encouraging drivers to stop on their way home instead of making extra journeys to shop on the edge of the city.

East Hull

Although not yet formally proposed, it is expected that a new wholesale fruit market will be built towards the eastern end of Hedon Rd, within easy reach of the eastern docks and the roll-on-roll-off ferry terminal. The park & ride service from Craven Park, instituted to ease congestion while North Bridge was closed, has been withdrawn for lack of patronage. The other, to the south of Hedon Rd, near Queen Elizabeth Dock, is flourishing.

April saw plans for 109 houses by Barratt's of York between Marfleet Lane and Marfleet Avenue and for over 500 houses just east of the River Hull at Kings Park (Kingswood) shared between four builders, Wimpey, Beal, Persimmon and David Wilson.

40th Anniversary Newsletter Feedback

We are very grateful for the encouraging number of favourable comments about this publication. Chris Ketchell of the Local History Unit has asked us to point out that the



Ye Olde White Harte, Silver Street
(Photo: John Scotney)

“Plotting Parlour” of the Olde White Harte is more likely to derive its name from the “Town Taking” plot of 1688 than the “plot” to refuse entry to Charles I in April 1642, as the Olde White Harte is a building in the “Artisan Mannerist” style of the 1660s.

The “Town Taking” was an incident in the “Glorious Revolution” of 1688, when James II was supplanted by William of Orange – “King Billy”. The Governor of Hull, Lord Langdale, and Lord Montgomery and many his officers were supporters of James II. In anticipation that William of Orange would try to land at and possibly besiege Hull, the garrison was heavily stocked with armaments and provisions. In the event, William landed in Devon, but rumours began to circulate that Langdale was plotting to seize all Protestant officers and troops, who might support William. On the night of 3rd December 1688,

Captains Copley and Hanmer, Fort Major Barrat and other officers (with the agreement of the town’s magistrates), forestalled Langdale’s plot

by seizing him, Lord Montgomery and all Catholic officers loyal to James II. This action helped to secure a peaceful accession for William III, as well as saving many lives in Hull. Bulmer’s History (1892) states that the meeting to plan the “Town Taking” took place in the panelled upper room in the White Harte, though it must also be added that even a respected source such as Hugh Calvert’s History of Hull (1978) links the Plotting Parlour with the events of 1642.

Editor



“King Billy” (William III) statue,
Market Place.
(Photo: Ian Loge)

How High?

Le Corbusier, the famous French architect and town planner, had a vision as early as 1922 of the city of the future reaching up into the skies, with enormously tall buildings for the business core of his ideal city and multi-storey blocks of flats providing everything the residents needed for day-to-day living, including shops, restaurants and entertainment within the same block. By the time the concept had filtered into British life it had become the multi-storey office slabs and blocks of flats, seen as the height of modernity in the 1960s. Some multi-storey flats have been dynamited on Orchard Park within the last couple of years, but others are still with us on Anlaby Road, Orchard Park, Ings Road Estate and elsewhere. Kingston House, opposite the Edwin Davis site, is part of that phase of Hull's development.



Bond Street contrasts. Edwin Davis store (left), Kingston House (right).
Photos: John Scotnev.

The 18-storey apartment block proposed for the Edwin Davis site on Bond Street looks quite attractive in isolation and is not very tall by the standards of New York, Shanghai or London Docklands.

However, apart from Kingston House, the scale

of Hull's city centre tends to be a modest three, four or five storeys, high enough to give a true urban feel without losing its human scale. The buildings which do punctuate the scene by their extra height tend to be those of public significance – Holy Trinity and St Mary's Churches, the Maritime Museum (built as the Dock Office), the Guildhall, the City Hall, the Covered Market, Prospect Centre, Princes Quay and Queen's Court, (the new 8-storey building overlooking Queen's Gardens containing apartments and the BBC radio and TV studios), Hull College and Hull Royal Infirmary.

Some see this as an exciting development for the city centre, but there is more to excitement than multiple storeys! It would tower over every other building in the city and I can't help wondering whether we are about to repeat the high-rise residential mistakes of the 1960s.

John Scotnev.

A New Conservation Area

We have learned that a new conservation area is to be created to cover most of the Hull University Campus, including the new Business School (former University of Lincoln Cottingham Road Site) and houses on Salmon Grove, Ferens Avenue and along Cottingham Road as far as the shops, but excluding the Newland Science Park buildings of the 1990s. This means that the Newland Park Conservation Area, which used to include some of the university buildings, will only extend to the south side of Cottingham Road. It also means that your Newsletter will gain the added status of being produced in a conservation area!

Editor.

Committee Changes

Jean Atkinson, our Assistant Secretary, who has the Society very efficiently behind the scenes for fifteen years, has decided to take a very well-earned rest, with effect from the 2005 AGM in March. We are very grateful for her efforts and wish her well. This year we are also very pleased to welcome a new committee member, Stuart Spandler.

Civic Society Officers and Committee 2005 – 2006

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Full Membership subscription £7.00 per annum

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