

# HULL CIVIC SOCIETY NEWSLETTER

MAY 2004



**King Albert Chambers, Jameson Street – city-centre apartments?**

Photo: Editor

**Sheila Rooney – former Civic Society Chairman**

We are very sorry to report the death, on 22<sup>nd</sup> December 2003, of Sheila Rooney, who was a very active member of the of Hull Civic Society committee in the 1970s and early 1980s and Chairman from 1983 to 1984 before she and her husband, Patrick moved to Windsor. We offer our deepest sympathy.

**Spring and Summer Visits 2004**

*Non-members are welcome to join us on our visits.*

*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 594348, mobile: 07766 654955 or e-mail [kbaker@goodwin-centre.org](mailto:kbaker@goodwin-centre.org)*

**Monday 24<sup>th</sup> May, 7 pm - Dinostar.** *Meet at corner of Humber Street and Queen Street, Hull.*  
Visit to Hull's first dinosaur museum. **Limited numbers - telephone booking essential.**

**Monday, 7<sup>th</sup> June, 6 pm - East Park.** *Meet at the main gates, Holderness Road.*  
Guided walk, led by the Park Rangers, who will show us how the multi-million pound scheme will transform Hull's largest park.

**Monday 21<sup>st</sup> June, 7 pm – Market Weighton.** *Meet at the Londesborough Arms.*  
Guided tour courtesy of Market Weighton Civic Society.

**Saturday & Sunday, 3<sup>rd</sup> & 4<sup>th</sup> July – Heritage Open Days**

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

**Sunday, 11<sup>th</sup> July, 2 pm – Warter.** *Meet at the village green.*  
Guided tour by Dr David Neave. Come and explore the attractive East Yorkshire village of Warter, with a visit to the listed St James church, which is only occasionally open to visitors.

**Sunday 25<sup>th</sup> July, 1.30 pm – Grimsby.** *Meet at the Town Hall.*  
Tour of the old town hall, silver and other memorabilia, "Time Warp" exhibition and, if time, guided tour led by the new Grimsby and Cleethorpes Civic Society.

**Autumn and Winter Programme 2004 - 2005**

*A full programme of monthly public meetings from September to March is in the process of being arranged. These are all on Mondays at 7.30 pm at the Royal Hotel, Ferensway. Parking in the hotel car park is free and it is convenient for public transport.*

**Monday 20<sup>th</sup> September, 7.30 pm – “Castle Street”** – *a representative of the Highways Agency.*  
The future of Castle Street and its effect upon the Old Town continues to be one of the Society's greatest concerns. Don't miss this opportunity to hear the latest proposals and voice your opinion!

**Monday 11th October, 7.30pm – “20 Years of the Local History Unit”** – *talk by Chris Ketchell*

## **Sheila Rooney**

*The following is an extract from an email received from Sheila's husband, Patrick.*

My wife and I have received a copy of the Newsletter ever since we moved back to London in 1984. We have always read it. I was sorry to read about Ian Ashley Cooper. I remember him but we knew Donald Campbell better. We lived in Jesmond in Salisbury Street and he lived in Westbourne Avenue.

The purpose of my letter is to let you know that my wife, Sheila, a past President of the Society, died suddenly and unexpectedly on 22<sup>nd</sup> December last year. She somehow had caught a virulent bacteria in the pneumonia family and it carried her off in a remarkably short time. In fact there had to be an autopsy because the cause of death was unknown. She was an extremely active woman in so many spheres. Since we moved to Windsor she had built up a considerable reputation in writing local history books. She joined Soroptimist International and was one of three founders of a drop-in centre for those recovering from mental illness and worked hard there, not only as a committee member, but also as a volunteer helper. She instituted an award by the Soroptimists to encourage them to travel purposefully in their gap year. She was so well known locally that over 300 people attended her funeral and we received over 200 letters or cards of condolence from all over the world, as well as locally. The report in the local paper took up nearly a full page.

Prior to her joining the committee of the Hull Civic Society she was very active in the Avenues Society and in fact wrote a history of them. You may remember that she also published in three parts a working history book on Hull for children called "Learning about Hull", which sold successfully. When she was in Hull she became Deputy Head of St John Fisher School, but she took early retirement when we moved, because local schools reorganization meant that St John Fisher would have to close. We had happy memories of living in Hull but have only returned there once. I found leaving there painful. Curiously we now have a granddaughter in her second year at the university reading Politics and Economics. I understand that after a period of revival when they became a Conservation Area the Avenues have become a little shabby. Reading the Newsletter it seems that you have to deal with the same problems of Planning that you ever used to have!

Pat Rooney

## **Chairman's Report**

Welcome to the May Newsletter. Anyone who attended the recent Annual General Meeting will know of our current financial status. We basically need to reduce costs and increase income. In recent years, the Society has been spending considerably more than it has! This is despite a gradual increase in membership. If we continue in this way, our reserves will soon be depleted so the Committee is aiming to balance the books in the next year. Essentially, the Society needs to generate more income, either through increased membership or through some other way. We cannot do this without your help! If you are a member, but have not renewed your subscription for this year, I urge you to do so. Better still, complete a Bankers Order or become a life member! We also welcome additional donations. Our subscriptions are low compared to other Civic Societies. You may know of someone who might be interested in joining the Society, whether family or friends. If you need a membership form let us know.

I would like to pay tribute to Walter Houlton who stepped down as Vice Chairman at the Annual General Meeting. Walter is an incredibly dedicated and knowledgeable individual who has done much to improve the quality of life in this City. I am glad to say that Walter stays on the Committee. He has been replaced as Vice Chairman by a familiar face, John Netherwood, a former

newsletter editor who has a proven track record. It is also pleasing to see the young Karl Loge joining the Committee as a full member. We are lucky to have a diverse and active committee, passionate about Hull.

In April, the Committee met the Leader of the City Council to discuss strategic issues. These ranged from the Ferensway Redevelopment (St Stephens) to litter, planning guidance and the quality of the streetscape. This was an extremely productive meeting, which will result in various actions on both sides. Those of you who were at the AGM will have heard Cllr Inglis speak about his work as Leader of the City Council, his passions and beliefs. This rounded off a highly successful season of winter talks covering a diverse range of topics, attracting hundreds of people. The Summer Programme looks to be equally interesting – visits to Dinostar, Warter, Grimsby, East Park, Hull College and Market Weighton, as well as the popular Open House (Heritage Open Days). We are also putting the finishing touches to the Winter Programme, which will include an update on Castle Street and a special Celebration of the Local History Unit.

The Society was disappointed at the loss of the Holderness Hall Cinema in Witham. Our efforts to list the Cinema failed and this familiar East Hull landmark is no more. We also mourn the loss of the Wincolmlee Primitive Methodist Chapel, lost apparently without notice. Progress continues to be made at the restoration of the former Annisons building in Witham and the boom residential demand is seeing more historic buildings in the Old Town brought back to life. The Civic Society has been invited to join the Steering Group of an initiative to offer grant assistance to transform historic buildings in the Old Town. This year the Society will be taking a more active role in the Hull in Bloom – Old Town Floral Town competition and we continue to designate more buildings as “CALM” if they act in the spirit of our Campaign Against Loud Music.

Ken Baker, our Secretary has graduated successfully from the national Civic Trust Pathfinder Programme and hard work has paid off for our regional Civic Society association which has been awarded funding to employ a worker.

Adam Fowler

### **Buses Across the Great Divide.**

For some reason, Hull’s bus system seems, with a few exceptions, to be shaped by an invisible barrier dividing east from west Hull. Even the transport maps on bus shelters only show the half of the city that you happen to be in! However, East Yorkshire Motor Services (EYMS) are to be congratulated on piercing that barrier recently with two innovative services. First, they introduced through services of low-floor buses (57 & 58) from Longhill Estate to Hessle making cross-city travel from Holderness Road to Hessle Road and Anlaby Road much quicker. This year, a new half-hourly evening bus service, number 107, was introduced from The Lawns, Cottingham, to Kingswood, via the University campus. This serves the steady flow of students from the Cottingham halls of residence to the university and also gives them a direct service to the UGC cinema and other leisure facilities at Kingswood.

In the transport debate, trams are often suggested as the best way of improving public transport and several large cities have shown the benefit of their speed and appeal to passengers. Nevertheless, they can usually be justified only for a long route on which traffic flow is very heavy, as costs are high and routes are fixed once they are built. With these new bus services EYMS have demonstrated the value of the flexibility of buses in opening up new routes in response to changes in the market. It would be very costly to create a tram system in Hull that serves as many destinations as the present bus network provided by EYMS, Stagecoach, Amvale and Alpha.

John Scotney

## **Lock Gates on the River Hull?**

As they wished to impound the River Roding, the London Borough of Barking and Dagenham applied to the Secretary of State for an Order under the Transport and Works Act 1992 about ten years ago. At the time, there were glowing articles about the scheme in the National Press. A public inquiry was held and, eventually, the Order was made but there were conditions. The Borough was to be financially responsible for the dredging of any additional siltation in the River Roding. Also, as agricultural drains discharged into the Roding, the Borough was to be financially responsible for the construction of pumping stations and the electricity to run them.

Some Hull people would like to have lock gates on the River Hull. As the River Hull is a commercial river, there would be strong objections from some river users. It seems doubtful whether the Secretary of State would make an order to sanction the scheme. If an order were made, there would be conditions similar to those made for the Barking and Dagenham scheme. In Hull, a pumping station would be needed near High Flags where the Barmston Drain discharges into the River Hull. The pump would be running continuously. The costs to the City Council of the electricity used by the pumping stations would be very substantial. The costs would be higher for a 4 metres AOD locked water level than they would be for a 3 metres AOD water level in the River. To avoid the need for a pumping station at the mouth of the River Hull, the locked water level in the River should not be higher than 4 metres AOD. There should then be no risk of the River Hull overflowing as there would be adequate water storage capacity at surge tide times when there was also prolonged torrential rainfall in the East Riding.

Even if the City Council was granted an Order so that they could put lock gates on the River Hull, they might decide not to go ahead with the scheme after they had added the continuing costs for the electricity to the construction costs. As it seems doubtful that the River Hull will be locked, developers of expensive flats built near the River Hull should not tell prospective buy-to-let investors that in future there would not be views of the mudflats as it is proposed to impound the River Hull so that it would look like a canal.

In paragraph 5.19 of the City Council's adopted Local Plan, May 2000, it states that the River Hull is an "Area of Potential Change" and the possibility of the River Hull Lock will be investigated. Four years later, has this investigation been completed?

It would be possible to regulate the water level in the River Hull and hide the mudflats without installing lock gates. At present, the Tidal Barrier is only used when a surge tide is expected. It could also be used twice daily when the tide was ebbing to prevent the water level in the River Hull falling below 2 metres AOD. Vessels would be able to enter and leave the River Hull when the tide level was between 2 metres and 4 metres AOD. Commercial users of the River might not object to this and recreational users of the River would probably prefer it as the water level would not be so low at low tide times. There might be snags to this idea but it would seem to be worth investigating as an alternative to lock gates.

Walter Houlton

## **The German Lutheran Church Bell**

On Sunday 16<sup>th</sup> May, a service of rededication of the German Church bell was held in Holy Trinity Church. Although the German Lutheran congregation now worships in the Danish Church on Osborne St, the bell was rescued from their former Cottingham Road church with the aid of David Stipetic, Steeple Keeper of Holy Trinity and has been re-hung there. It was cast in 1911 for the previous German Church in Nile Street and transferred from there when the congregation

moved to their Cottingham Road church in 1968. When that became Hull Community Church a few years ago, the bell remained in situ, as it was not possible to re-hang it at the Danish Church, which already had one.

The Hull Community Church's project to application to demolish and replace with a new two-storey church on the same site at the corner of Newland Avenue (see "Planning & Buildings") prompted the efforts to move it to Holy Trinity.

### **Inscription on bell, German Lutheran Church, Cottingham Rd. Hull**

Dass Gottes Ehr  
dass Jesu Reich  
dass Luthers Lehr  
niemals entweich

\*

Dem deutschen Herz  
in fremder Welt  
tönt laut mein Erz  
zum Himmelszelt.

Die in der Glockengiesserei Joh. Gg. Pfeifer in Kaiserslautern gegossene Glocke wurde gestiftet von familie Heinrich Schneider in Hull, 22ten März 1911.

### **Translation.:**

To achieve that the glory of the Lord  
and the realm of Jesus  
and the teaching of Luther  
might never faint and be forgotten  
to the German heart  
in a strange world  
resounds my bronze  
up to the firmament.

This bell, cast in the bell-foundry of Joh. Gg. Pfeifer in Kaiserslautern, was given by the family Heinrich Schneider in Hull.  
22nd March 1911.

Bell diameter 36 inches  
Weight 450 kilos  
Bell tone 'A'.

### **Windmills in Hull 4**

Newland Mill was built in 1820 almost opposite St. John's Church on Clough Road. It had eight floors, four patent sails and three pairs of stones. It was offered for sale in 1824 by George Chandler and was run by James and William Webster until 1829. In 1830 the mill was to let 'apply to Mr. Terry' - who owned the large Grove House nearby, on the corner of Clough Road and Beverley Road. In 1838 Richard Ouston moved from Newland Mill to the six-sailer on Holderness Road and in 1851 A. Baker was at Newland, but in 1880 the machinery in it was dismantled, carted along to Stoneferry, loaded on to 'billy boys' which sailed along the Humber and the Lincolnshire coast to Trusthorpe, near Mablethorpe. There it was re-assembled in a newly-built tower and the empty tower on Clough Road was demolished.

As stated earlier, a Carr Mill stood on the corner of Chariot Street and Carr Lane/Anlaby Road from early times. The second Carr Mill was built as a corn mill before 1803 further along Anlaby

Road on the west side of Mill Lane - now Convent Lane, opposite West Parade. The Mill is called Ridsdale's Mill on Anderson's map and in 1819 there was a sale of goods of Mr. Ridsdale's, grocer of Waterworks Street and then the mill house was to let 'late in the occupation of Stephen Ridsdale, James Ellis will shew the premises'. Five years later it was to let again as a corn mill of seven floors and three pairs of French stones. It was converted to oil before 1830 but in 1838 is still listed as 'newly-erected to produce linseed oil and cake'. Charles and Thomas Dalton Hammond had the mill 1842-8 and John Wood 1851-7.

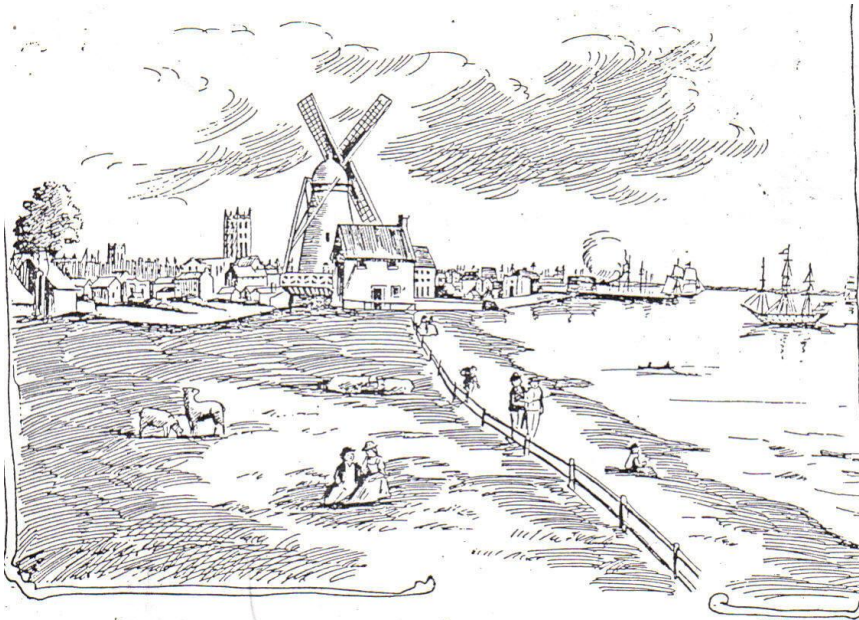


Fig. 16.—VIEW OF HULL, 1770, FROM THE WEST HUMBER BANK, A SITE NOW OCCUPIED BY THE ALBERT DOCK ENTRANCE.

There are references to oil mills in 1525 and 1665 in the Myton Rolls, and to a windmill near the Humber in 1655 in the Carlton Monckton manuscripts. On the staircase in the Georgian Houses Museum in High Street there is a painting of a mill on the Humber Bank - and in Sheppard's 'Evolution of Kingston upon Hull', a drawing of the same mill captioned 'View of Hull 1770' adapted from the museum painting. The painting refers to Pease Mill but the mill marked on Anderson's map on the corner of English Street

and the Humber Bank is called Greeve's Mill and was also known as Gritton/Gretton Mill. It was built before 1770, a small tower mill with four common (cloth) sails and was winded by a tailpole and had a gallery close to the ground. In 1791 Penrose is listed as the miller and in 1811 it was occupied by Thomas Clarke Sowter, by A.T. Gritton in 1813 and by George Wilson in 1816. In 1823 all the machinery and mill work was offered for sale and the mill probably taken down soon after, as this mill and the other mills in Myton are all missing from Cragg's map of 1834.

Two other mills in Myton appear on the 1814-1818 maps, one in Wood's Close and one in Love Lane. This latter was built in 1781 with four sails and is called Casson's Mill on Aitken's map of Hull 'as it appeared in 1800'. Christopher Astrough and John Cherry (later of Stepney) were listed as at Myton Mill in 1816 but it is difficult to say which mill they were at - or whether one was at Love Lane and one at Wood's Close. In 1827 all the materials and machinery of the brick wind corn mill in Love Lane in good repair were for sale and, as mentioned, both mills had gone by 1835.

In 1827 a windmill in Cent per Cent Street (now St. James Street) was offered for sale as 'a wood tower, five sails and one pair of stones to be removed by the purchaser. Would answer for a drainage pump'. This is the only reference to a smock mill in Hull.

A mill on the corner of Pickering Road and Anlaby High Road was built by Norman and Smithson in 1807 with four sails. Originally known as Providence Mill it is referred to as Hessele Common Mill and pulled down before 1899 in Hellyer's records.

As we have seen, Hull had many windmills in the early nineteenth century and their number gradually decreased in the second half of the century. This was for a variety of reasons: those close to town were replaced by housing as the built-up area of the town expanded; some were converted

to oil using mechanical power; many that stayed as corn mills added steam or oil engines to give more power and to be able to work when there was no wind -gradually the auxiliary power replaced the natural. The purpose-built steam mills were more efficient, especially when rollers replaced stones, and with more and more wheat imported to keep up with an increased demand for flour for the growing population, the large mills with water access could produce so much more – Rank’s Alexandra and Clarence Mills could produce 4,500 sacks a week – which meant that windmills could not compete. Perhaps it is ironic that the only windmill left in Hull is one associated with Ranks.

Geoff Percival.

Acknowledgement: I would like to thank Roy Gregory for allowing me to use details of the construction of the mills. G.P.

#### Selective Bibliography:

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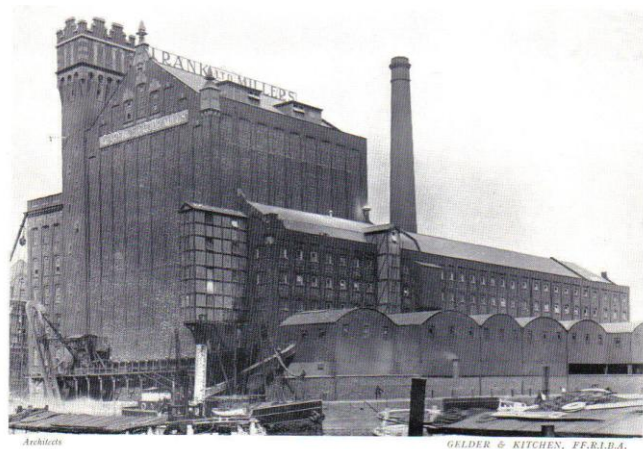
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### Readers’ Letters

#### **Clarence Mills**

I read with interest Geoff Percival's article on 'Windmills in Hull (Part 3)' and in particular the reference to Clarence Mill built in 1891. Unfortunately the article did not expand to include Sir Alfred Gelder, who I am certain designed this mill and many others for Joseph Rank, and of course the builder who was my Great Grandfather, George Houlton. To this day, as you will know, Gelder and Kitchen are foremost in this country in designing flour mills stemming from that early relationship between the two Victorians.



You may also recall some years ago, the flurry of activity on the waterfront besides Clarence Mill. An inspection had found that most of the timber piles upon which the Mill rested had rotted over time and tide so that the building was founded on fresh air!

I thought that the Society might also be interested in that 2004 is our 125<sup>th</sup> year since Great Grandfather founded the business, and many of our buildings (those missed by the Luftwaffe) still stand as a proud reminder of our early days up to the present day.

Yours sincerely,  
Richard G. Houlton



## Picture Quiz

In our *Civic Society Good Marks* we normally recognise the contribution of the builder as well as the architect, though the architect's name is more often quoted. In this quiz we celebrate Geo. Houlton's 125-year rôle in constructing some of the city's most interesting buildings. Can you locate this selection and identify the one that has disappeared? Answers at the foot of page 15.

A



B



C



D



E



F



(Photos from "Modern Building & Contracting" and "Geo. Houlton & Sons Ltd 1879-1979", by courtesy of Mr. Richard G Houlton)

## Readers' Letters (Continued)

Dear Sir

Having read the article 'Forty Years On' I was rather interested in the reference to the trolleybuses in Kingston upon Hull. It is obvious the local media correspondent at the time referring to these vehicles as being 'too bumpy and too slow' and 'No tears at their passing' got it all wrong. I would certainly beg to differ. Kingston upon Hull Corporation Transport (the 1960's title prior to the end of the trolleybus system) was one of the most modern of systems in the country and the vehicles were resplendent in the azure blue and white livery.

Mr. G.H. Pulfrey the General Manager, was very proud of the vehicles; he actually designed the MF2B Coronation class trolleybuses, the last to enter service in the city. These vehicles were well ahead of their time. The prototype, fleet number 101 (NRH 101) came off the assembly line in late 1952, hence the locally adopted name of calling the 16 vehicles ordered the 'Coronation' trolleybuses, linked to the events coming up in June 1953. The city had sixteen of these delivered. These vehicles had front entrance & centre exit access, automatic doors and a magic eye that counted the passengers on and off. Built for the purpose of one-man operation (or should that be 'one person operation' in these politically correct times?). It is however, a fact that conductors were used for the short duration of their time in service.



“Coronation class” Sunbeam MF2B trolleybus no. 114 at the Beverley Road route terminus (near Endike Lane) in 1963. Note the entrance and exit doors. (Photo: Editor).

The trolleybus was a quick, efficient and clean mode of transport that would glide gracefully through the city streets in silence. They had quicker acceleration than a motorbus and ran more smoothly, being well suited to the flat lying roads across the city. Sadly in this country, unlike the majority of major world cities, (which still run modern day trolleybuses), these fine vehicles were gone by 1964 here in Kingston, and the last British trolleybus ran in 1972 in Bradford.

It was a sorry day when the city councillors decided to get rid of the trolleys. Mr. Pulfrey had planned to extend the trolleybus system to serve Newbridge Road and the Greatfield estate route. Sadly having placed an order for new single deck trolleybus vehicles, he had to cancel these and order motorbuses in their place, the result being that every trolleybus was quickly taken out of service and scrapped! I wonder if this act was the manager's way of getting something of his own back on the council. (It is ironic that we have a Transport Museum but, no model of a unique, one off designed MF2B trolleybus, a type of vehicle designed and built for this city, sadly lost forever, scrapped on the whim of a few councillors)!

At the time, many local people appealed to the councillors to keep the trolleybuses and letters of protest were written in to the media at the time, sadly to no avail. The city councillors had put their heads in the sand and intended to keep them there! (As so often happened to city buildings and other heritage sites in those days). Local enthusiasts and a national organisation did try to save a vehicle for preservation, looking to buy vehicle 101 or 116 (RKH1 16 which was the last trolleybus to enter service in the city as late as 1954). The vehicles could have served the city for many more years. The buses that were introduced as replacement, to my recollection were literally tin - box, boneshakers that were noisy, smelled of oil and were most uncomfortable to travel in!

I would welcome the trolleybuses back today, having experienced travelling on such vehicles whilst in Italy and Switzerland recently. As a final point, Los Angeles in California is currently modernising the trolleybus fleet with over 100 new vehicles.

The municipal authorities that ran public services were proud of the service they gave to the public. The vehicles were always clean, well maintained and ran to serve the people who owned them and not for profit, although the trolleybuses in this city did actually make money and subsidised the motor vehicles for a time, with a trolleybus coming along on average every three to five minutes, these certainly were the halcyon days of public transport.

This is not a 'rose tinted glasses' appraisal, but a true account of a wonderful system, the likes of which we shall never see again. Sad to say it was the privatisation of public transport that resulted in my taking driving lessons, due to the decline in the number of buses and services, along with the ever-changing timetables plus the loss of frequencies of the buses, the increasing bus fares and a decline in the standard of the vehicles used.

Tom Robinson

### **The Humber Centre for Excellence in the Built Environment**

Dear Sir,

On 8th March members of Hull Civic Society were shown a model and computer images of the proposed exhibition and office space to be constructed by The Humber Centre for Excellence in the Built Environment. This, according to the Director, Karen Houghton, is to be an "iconic" building which is deliberately to have a very public profile. To do so, it is to be erected at the corner of Castle Street and Queen Street so that everyone driving westwards over Myton Bridge will have a good view of the building.

No local architect put themselves forward for the design, and so the job went to a London based practice. As is often the way with the freedom of shape and materials that modern architecture permits, the architect looked to what he could find out about Hull in order to find inspiration for his building. From his encyclopaedia or Official Guide no doubt, the answer was caravans and shower trays, two products manufactured in Hull. In addition the building was to be movable and look as if it is movable.

So we have a building which consists of six portacabins tipped up on their sides and showing their wheels, against which leans a large sloping roof. At the bottom of the sloping roof is a forest of mini-wind turbines and photo-electric panels standing in shower trays.

I was really pleased to hear that Hull was to set up such a Centre for Excellence in the Built Environment and even more pleased to hear that it was to have its own prominent building to show what a delight modern architecture can be, for Hull needs more examples of high quality modern architecture. But I have to admit I was very disappointed to see what the organisation and its architect have come up with so far.

This looks like an outsider's "think of Hull and think offish" syndrome as epitomised in Foster's Ferensway shopping centre capped with its wavy glass fish. I am sure this would not be the case with Bath (a bun?) or York (a chocolate orange?).

The materials of much good modern architecture can be light and easily demountable and movable. There is so much more which is inspiring and beautiful in Hull besides caravans and shower trays. We were told by Karen Houghton that the details of the building had not yet been finalised. May I suggest that it should be more a case of going back to the drawing board.

Paul Priestley-Leach

### **Planning and Buildings**

#### Old Town

One of the city's finest early 19<sup>th</sup> century buildings, the Pilot Office (1819) at the corner of Queen St and Nelson St, is the subject of an application to turn it into six apartments. Nearby, at the pier, an application was submitted in April to convert the vacant brick building which acted as a shelter and a ticket collectors' office for ferry passengers into a café with seating outside and in a glazed extension. Humber St is undergoing a quiet change. There are still active fruit warehouses, but the variety of uses is widening to offices and flats. The most unexpected is Dinostar, the dinosaur museum that the Society will be visiting on 24<sup>th</sup> May (please see the Summer Programme on page 2). One fine fruit warehouse on Humber Dock Side, Hesslegate Buildings (1884), appeared to have a secure new future when it became The Baltic Wharf licensed cafe bar, but this is now

closed and boarded up, along with Pepi's and the (former Harbourmaster's), no longer on the fashionable young people's drinking circuit. A new use is being sought for Pepi's, specifically advertised as not a pub. More sober refreshment will be available with the proposed conversion of the disused single-storey building at the pier into a café. Plans for the Centre for Excellence in the Built Environment temporary building on Blanket Row car park were given approved for 3 years in February. Its design has provoked mixed reactions, but the idea is widely supported.

The application to gate off Prince St was refused again in May. On the west side of Dagger Lane the house that has been derelict for years has now been re-roofed and refurbished as a dwelling. Yet another residential conversion (12 apartments) is proposed for units 3,4 & 5 of The Avenue, a suite of two-storey offices at the corner of High St and Bishop Lane. Creation of flats in the former City Analyst's premises, at the corner of High St and Alfred Gelder St, is almost completed and looks very attractive. 52 High St, next to Oriel House was for many years one of the "Listed Buildings at Risk". Now the front building has been extensively repaired, a new roof is being put on the central section (where the roof had collapsed) and preparations for restoring the 17<sup>th</sup> century warehouse at the back appear to have started.

### City Centre

Two of Hull College's three new buildings are now in use; the new brick-built Special Needs & Childcare block at the corner of Charlotte St and Dock Office Row came into use earlier this year, administrative departments and the college library moved into the new two-storey glass & steel block to the north of the main 9-storey building during the Easter break, and in September courses will have moved from Riley campus to the striking new Performing Arts building, which will be a landmark as one approaches the city centre over North Bridge.

Between North Bridge and the Hull College site is the Crown Windows building, which I suspect very few people pause to examine closely. Its replacement by a six-storey block of 45 flats was approved in January, so do go and look at the fine decorative early 1930s brickwork before it's too late! The building was originally Henry Williamson's, builders' merchants and was clearly designed to show off the bricks and tiles on sale.

At the opposite end of Queen's Gardens, the eight-storey Queen's Court, which houses 115 flats, the new BBC Radio and TV studios and a BBC "open learning zone", opened its doors to the public on 20<sup>th</sup> April. I think it is a good building for this site.

Across the road in Dock St, a more controversial application for a new apartment block has been submitted for George St and Dock St. The new building would fill the unsightly gap created when the Hofbräuhaus beer hall burned down in the 1970s but also involves demolition of three Georgian houses at 10, 11 & 12 Dock St. Together with no. 9, they form a symmetrical terrace of four houses erected by Riddell in the 1790s, designed with a pediment above each of the end houses. The surveyor's report highlights some serious defects in their structural condition but one of our concerns is that demolishing 10, 11 and 12 could affect the stability of number 9. The terrace is part of Hull's diminishing Georgian heritage and we have objected to demolition, arguing that, like other Georgian properties in the area, they should be refurbished rather than demolished. After all, there are many examples of properties in bad condition, such as 52 High Street and the houses in Prince Street that have all been successfully renovated and given viable commercial uses in recent years.

The new block of flats opposite the New Theatre, Kingston Court, which incorporates the façade of the 1833 Medical School, is finished and occupied. Across the road on Jarratt St is Unit 3A of the Maltings, a 14-bay building which rises to five storeys in the six-bay central section and three storeys in the four bays at either side. The conversion scheme approved last year has not been implemented but a revised scheme for 44 flats, with a stylish addition of two new floors on top of the three-storey side sections, was submitted in March.

The latest proposal for King Albert Chambers (next to Jameson Street post office), a 1923 building by T.B. Atkinson in the Flemish or "Dutch Renaissance" style, is for ten apartments on the

upper floors and two large shop units on the ground floor. Previous plans were to refurbish the offices.

Two more new-build apartment schemes have been approved: one is an attractive 28-flat 4-storey block in Wright St on the site of the single storey Windsor House furniture store (formerly Ewbank's), the other an outline application for flats on the site of Edwin Davis's long disused store on Bond St. The planning officers recommended refusal, preferring a comprehensive development of the whole of the Albion St car park site. Our view is that piecemeal development, provided it is of the right scale, could produce a visually more interesting mixture of buildings. The YPI on George St, one of Hull's finest Georgian houses outside the Old Town, may be put up for sale, presumably to cash in on the growing housing market. This would not threaten the listed building itself, but it is a meeting place for many societies, a music academy and a maths school as well as offering indoor sports facilities and a hall for performances. Its closure will deprive the city of a valuable social venue which is central, accessible by bus and has ample parking in the evening.

The Central Lending Library re-opened on 10<sup>th</sup> May, after an eight-month refurbishment project, ending a difficult period for borrowers and, especially, for staff.

### Ferensway / Paragon Station

The cleared sites around St Stephen's Square, (the Providence, Smailes Goldie's old offices, W.H. Smith's wholesale warehouse and the former roller disco) have all been surrounded by strong steel fencing. The ABC Regal is being demolished at the moment, while the White Lion in the bus station and Hammond's warehouse in Spring St are boarded up. During work on the new bus station, drivers' mess rooms and toilets will be relocated to Albion St Car Park from where many bus services will start. An application was submitted at the end of April.

### Island Wharf, Western Side of the Marina and Quay West

At the corner of Railway St and Wellington St West, ground-preparation work has begun for the construction of a multi storey car park. Across the road on Island Wharf itself, the new office building has reached its full height and is being encased in glass and steel. The famous (once infamous), listed Earl de Grey public house on Castle St has re-opened. This is good news from an architectural point of view as it has a splendid tiled façade.

### West Hull

Plans for the sympathetic refurbishment of the Tower nightclub on Anlaby Rd were approved in February. Meanwhile, the derelict BMW car next to it has been demolished, opening up the view of the 1848 station façade. It was announced some time ago that parts of Woodcock St were to be cleared for redevelopment because of excessive vandalism and crime in the area. The section between Hawthorn Ave and St Georges Rd has a mixture of late 19<sup>th</sup> century terraced houses as far as Eastbourne St, beyond which are some 1970s semis and newer houses. One complete row of the older houses is boarded up, but others of the same age seem to be reasonably well cared for. It doesn't appear to fit the "Beirut" image of large scale dereliction, but a brief daytime visit doesn't tell you what the neighbours are like! It was stated in May that twelve 19<sup>th</sup> century terraced houses in Edinburgh St are to be refurbished.

Residents of Gipsyville and Summergroves Way are anxious about the proposal to establish a "food park" – food processing factories – and to relocate the wholesale fruit market from Humber St on an adjoining part of Priory Park. Early morning lorry movements are a particular worry.

An application was submitted in April by Atlas Caravans, who now occupy the former Cawoods kipper-factory, listed for its pair of smokehouses. They want to partially demolish some outbuildings surrounding the southern smokehouse and use part of the northern smokehouse for storage. As their plans will retain original features in some of the stacks and give a new use to others without affecting the external appearance. We decided that the proposals would make the site more usable while safeguarding the main historic features and have not objected.

## North Hull

Middleton St School was demolished in February and the site is now covered with topsoil ready for turning it into a public open space. A new use is needed for the listed Trafalgar St independent church, built in 1904-06 for the Baptists. Its decorative flint and brick walls, freely-interpreted gothic style and tall tower with a miniature spire make it an interesting landmark on Beverley Rd. Almost opposite, the refurbishment work at 46 Beverley Rd in early May has included provision of a handsome new wooden porch to match the existing one at no. 48 (Shepherd's). In March, an application was submitted to convert the former vapour baths in Epworth St (part of the listed Beverley Road Baths complex), into an auction room. The new police station a little further northwards, on the east side of Beverley Rd, near Melwood Grove, has reached its full height and is being roofed. Its scale and materials (polychrome brickwork) fit well into the conservation area. Newland House has been the subject of many applications varying the proposed use, but physically neglected since the roof was repaired. Is the owner waiting for the vandals to get rid of a building he wanted to demolish in the first place?

No one could claim that the Turnpike public house at the corner of Beverley Rd and Cottingham Rd is an adornment to the city's architectural heritage, but we were pleased to hear that the proposal to replace it with a Lidl store had been refused. We have also objected to Lidl's revised application, mainly on the grounds that the predicted extra 60 to 80 vehicles an hour entering or leaving the site would make the congestion at this and the Newland Ave junctions even worse than it already is!

Hull Community Church submitted an application in April to demolish their present premises at the corner of Cottingham Rd and Newland Ave (built in 1967-68 for the German Lutheran congregation, which now meets at the Danish Church in Osborne St) and replace it with a new two-storey church with ancillary rooms. The bell has already been removed to Holy Trinity (see below).

In early May, permission was given for new construction on the former University of Lincoln Cottingham Rd site, to turn it into the University of Hull Business School. Esk, (formerly Wilberforce) and Milner buildings to the west will be linked by a library and computer centre to Derwent building (the former library) and a balancing structure (containing toilets and staircase) on the opposite corner will link Derwent with Wharfe (formerly Marvell) building on the eastern side. These fine listed buildings (1909 – 13) are ranged around a beautiful garden and originated as the College of Education.

A large apartment block is proposed for Anderson's Wharf, a site between Wincolmllee and the River Hull, a little north of Charterhouse Lane. It would have 139 apartments designed to house 565 students.

## East Hull

One of Hull's older cinema buildings on Witham, the former Holderness Hall (1912), later the Gaumont cinema, Majestic ballroom and latterly a furniture store, was demolished in March. Too many of its internal features had been lost for it to be listed, but it was an interesting landmark. The former Singleton's office at the corner of Witham and Blenkin St has been converted into a public house.

Preston Road "village centre" on its triangular site next to Holderness Drain is taking shape with some unusual buildings. On Bilton Grange, the Methodist church on Nestor Grove has been demolished ready for construction of a combined health centre and church.

The second version of an application to demolish the Lawns, one of Sutton's remaining big houses, was refused in April.

## **The Renaissance of Hull - Comments on the Draft Master Plan**

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

## Blot Spots

Hull has many small areas of neglect, especially on the fringes of the city centre, which contribute, disproportionately to their size, to the city's tatty image. One example is a derelict wall on Argyle Street opposite Hull Royal Infirmary, which probably falls between council and hospital trust responsibilities. Everywhere in the city the fencing round Albion Street car park, has

### **Answers to picture Quiz**

A) Hymers College, B) House on Beverley High Rd, C) Flying Angel Club, Hedon Rd, D) University Sports Hall, E) Jackson's, corner of Beverley Rd and Clough Rd, F) Riverside Quay clock tower (demolished)

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## Civic Society Officers and Committee 2004 – 2005

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