

HULL CIVIC SOCIETY NEWSLETTER

SEPTEMBER 2006



East Park Splash Boat

(Photo: J.D. Scotney)

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Change of Venue for Civic Society Autumn Programme

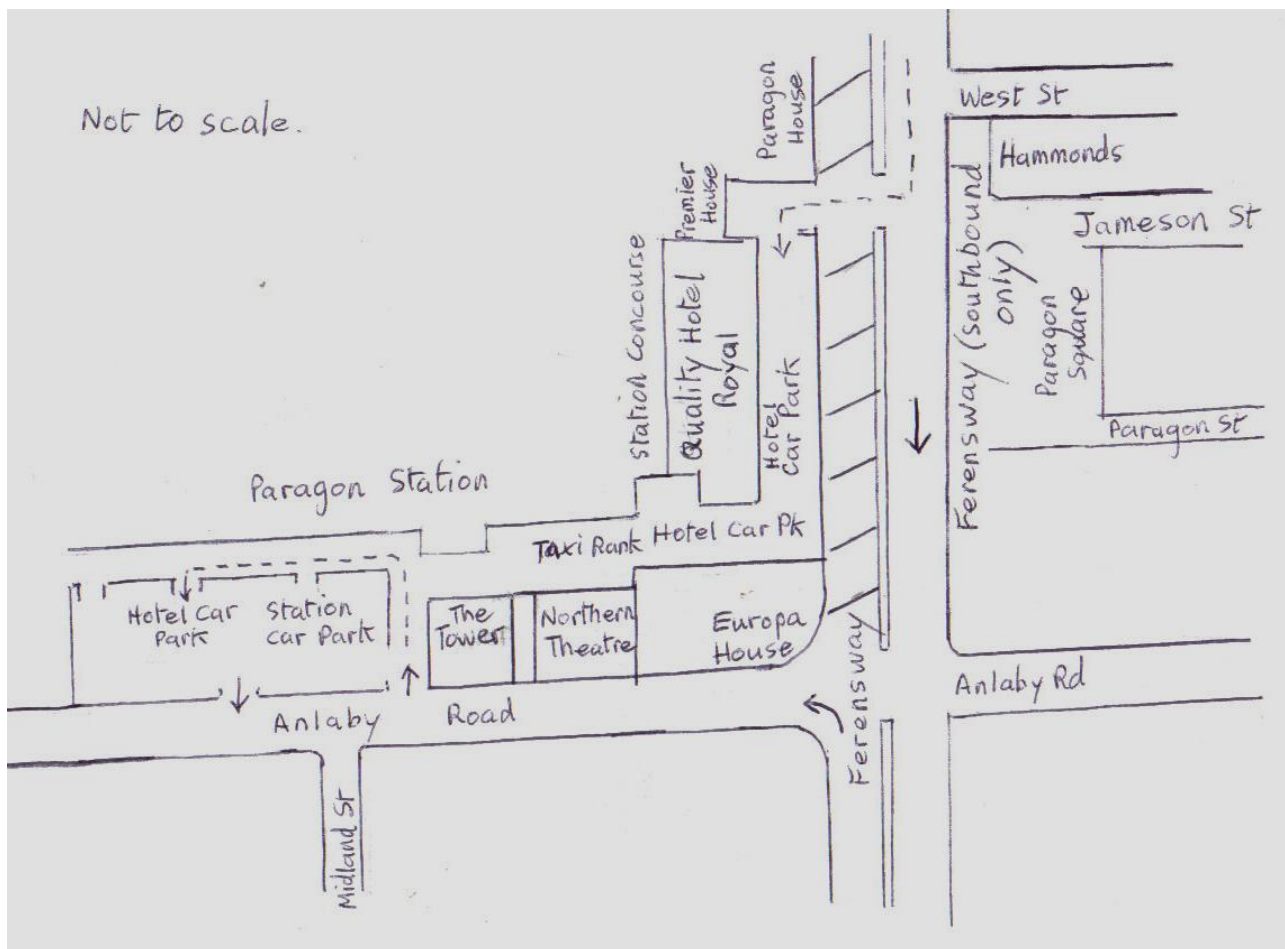
The 2006-2007 season of public meetings will return to the Quality Hotel Royal, (formerly Royal Station Hotel) Ferensway. We are grateful to the Northern Academy of Performing Arts for the use of their premises last year and wish them well, but wheelchair access proved difficult. After careful consideration, a return to the Quality Hotel Royal has been chosen as the best option.

The southbound one-way flow on Ferensway, which started on 7th May was supposed to last for six months, but we heard in mid-September that the road works will probably continue into December. If you are approaching by car from Freetown Way, Beverley Road or Spring Bank, you can still go southwards down Ferensway and turn right into what looks like a building site entrance, immediately between Paragon House (or its site) and the Quality Hotel Royal to enter the hotel car park by the usual entrance. You may have to take a ticket at the barrier to make it lift. There is no charge for parking when you are attending a meeting in the hotel.



Quality Hotel Royal (Photo: JD Scotney)

If you are coming from Anlaby Road or the A63 via the southern part of Ferensway, you should turn off Anlaby Road into the station car park next to the former Tower cinema, and go left in front of the station buildings to reach the section of the car park reserved for "hotel residents". The sign requests you to tell the hotel reception that you have parked there.



Autumn Programme 2006-7

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

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

9th October: “Hull City Council”, Kim Ryley, Chief Executive.

13th November: “The value of design” Chris Lamb, of ARC.

11th December: “CityBuild”, John Haynes.

8th January: “Hull One”, Jan Sylvia Yates.

12th February: “Planning”, Councillor John Fareham.

12th March: “WISE, (Wilberforce Institute for the Study of Slavery and Emancipation)”, Prof. Mike Turner.

2nd April: A.G.M., followed by “Townscape Heritage”, Joanne Byrne

Historic Terrace up for Auction

After years of neglect, 25 to 30 Albion Street came up for Auction on 14 September 2006 with a guide price of £750,000.

The six Georgian houses, which total over 2500 sq ft, date back to the 1790s and were built at an important time in Hull’s evolution. The City was experiencing unprecedented growth with the opening in 1778 of the Dock (now Queens Gardens) – Britain’s first enclosed dock. This created new wealth and, with it, opportunities for developers to accommodate the new professionals. Albion Street became one of the most desirable places to live.

Over the years the six Grade II Listed properties were used as offices and more recently as a nightclub. They have been vacant ever since the night-club closed about 10 years ago. The houses are in a sorry state of disrepair with broken windows and a general air of decline. This is one of the few complete Georgian Terraces remaining in the City.

Hull Civic Society hope that all the houses will be restored to their original glory, perhaps reverting to their original use as town houses. The area is benefiting from the boom in ‘City Living’ with various new housing developments. Developer Westbridge Homes recently reported that they had sold all their properties at a new development in nearby Percy Street - even though it is still under construction. Two other recent developments just behind Albion Street - in Baker Street and Wright Street - had also sold out.

Albion Street once symbolised style and elegance. Now there is an opportunity to bring the Terrace back to life and once again contribute to the City’s wellbeing. The Auction was held by Eddisons at Leeds United Football Ground.

Adam Fowler.

January Newsletter

Many thanks to all our contributors. Please submit all items for the January Newsletter by 24th November. All contributions which reflect the aims of the society are welcome, though it may be necessary to edit them or hold them over to later issues for reasons of space. Items may be sent to the Editor, John Scotney at: 126 Cottingham Road, Hull, HU6 7RZ or (preferably) e-mailed to john.scotney@talk21.com.

Picture Quiz

As a tribute to the late Mr Dick Houlton, of Geo. Houlton & Son, who died in May, aged 89, here are some more pictures by courtesy of his son, Richard G Houlton from "Modern Building & Contracting" and "Geo. Houlton & Sons Ltd 1879-1979".

Readers are invited to (a) identify the six pictures, (b) give the exact location of the Cecil Theatre in picture 2, and (c) identify the decade in which the two buildings in the foreground of picture 6 were demolished.

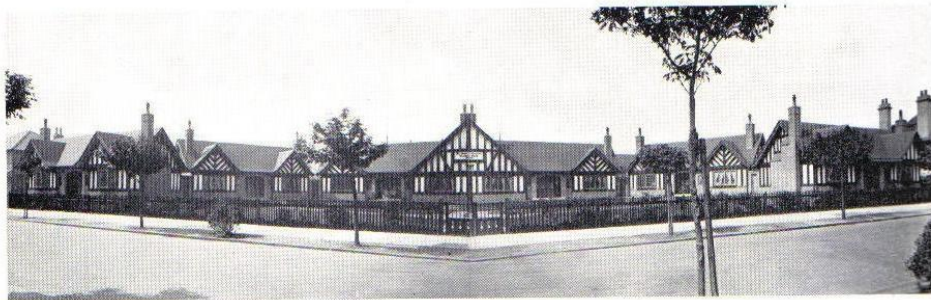
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East Park

The recent excellent restoration of East Park evoked in me some very vivid childhood memories of weekly Sunday visits to the park throughout every summer in the late fifties and early sixties.

Dad was a member of the model boat club which had its clubhouse in what I think was an old brick-built air raid shelter very close to the Summergangs Road entrance to the park.

I remember making the pilgrimage down there every summer Sunday afternoon. We caught the 64 trolleybus from outside Hammonds and always tried to sit on the rearward facing bench seat right at the front – or rather kneel on it so we could watch the driver through the glass!

The long walk from the bus stop to the clubhouse seemed interminable for 9/10 year old legs, and to make matters worse we had to walk straight past the children's playground with its tantalising array of swings, seesaws, and "spider's web" roundabout.

Being an old air raid shelter, the clubhouse was always dark, and always smelt musty! On the right as you went in through the door was the room where all the members' model boats were stored, and straight on was the club room, complete with home made bar, trestle tables and (very uncomfortable) fold-up chairs. I think this room doubled up as a workshop, as there were soldering irons and bits of solder all over. There was no running water: I seem to remember that this had to be brought from the pavilion next door, with which, as coincidence would have it, I became very familiar to me as the home changing room of the Southcoates Junior High School rugby teams, of which I spent a hapless three years as would-be trainer over a decade later!

A further interminable walk – along what was to be those later rugby teams' home pitch – took us to the model boat pond near the James Reckitt Avenue/Gilshill Road entrance to the park, where it all happened. Men in flat caps, men in trilbies and one particular man with a bald head which resembled a hard boiled egg could be seen kneeling at their boats making final adjustments or sorting out problems – or were they simply kneeling in worship of their creations? Sometimes a group of them would huddle round one boat to swap various theories as to the nature of the problem with it.

When I look back, very little actual sailing was done – it was like the pipes they all seemed to smoke – a great deal of cleaning, preparation, patting down and checking, a few short puffs of smoke, and then more of the cleaning, etc! Certainly for a 9/10 year old it could be a very frustrating time, and, of course, being too young, we were never allowed to get our hands on the controls of the radio transmitters which were used to control them! They weren't toys, after all, according to the grown men who played with them, anyway!

Just by the boating pond there was a beautiful old pavilion which was home to the model yacht club – why couldn't our clubhouse be so close to the pond? The model yachtsmen used to tut and cluck at these guys from down the park with their motorised upstarts, and the guys from down the park used to shake their heads in disbelief that anyone could get pleasure out of simply watching a yacht being blown around by the wind! But they managed a peaceful, if somewhat grudging, co-existence.

Once a year the bunting came out for the annual regatta. Roped off compounds were erected, a caravan towed to the pond side for the "judges", and they even managed a loudspeaker system for commentating and announcing results. The regatta used to attract quite a crowd, and usually some entrants from out of town. It really was the highlight of the year.

Back at the clubhouse, the wives, allowed for once into the inner sanctum, would put on such a spread of sandwiches, home baked (always!) sausage rolls and pies and salads, and there was a real party atmosphere.

Towards the end of the day, while things (once again, interminably) were being packed away, we were at last allowed to stray away into the park. We made a beeline, of course, for the Rockies, and, if the queues weren't too long, invested a whole penny on the water chute! Back through the flower garden (if the parkie wasn't around) to wonder at the floral clock, and snatch a few precious minutes on those swings and roundabouts which had been beckoning all day.

The walk back to the trolley for some reason never seemed so long, and having boarded the 64, we were usually asleep by the time we reached Southcoates level crossing, exhausted from a full day out in the fresh air of East Park.

The clubhouse, I believe, has now gone, along with the sports pavilion. The boating pond is still there, and still attracts the odd boat modeller or two.

When I make my annual pilgrimage down there to remember Dad by sailing his boat, still going strong after almost fifty years, I'm amazed that, in this hi-tech digital world, she still attracts spectators and admiring comments.

Long live East Park, a treasure trove of childhood memories for me, and a powerhouse, I hope, of memories-in-the-making for Hull's children of today!

Stuart Spandler.

Well-loved East Hull Landmark Restored

The Civic Society is delighted to see the restoration of the Wickstead Water Chute or 'Splash Boat' as part of the £10.3 million Lottery-funded East Park refurbishment project.

The water chute was listed (Grade 2) in 2003 and has long been a favourite of children in East Hull, but has not been operated since 1999 and was at risk largely due to its location and the need to comply with costly health and safety work.

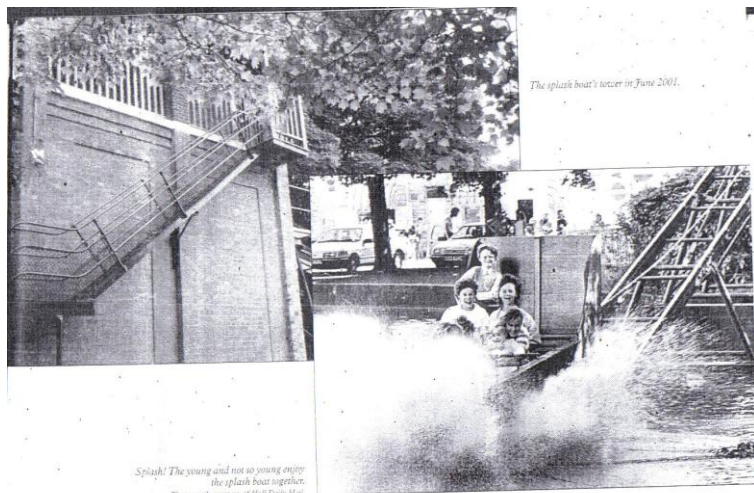


Photo from *East Park* by Mary Fowler, with kind permission of Hull Daily Mail, Highgate Publications and the author.

Many years of following the restoration of listed buildings has shown that they fall broadly into two categories – those which can easily be restored and converted for a new use, finance permitting, and those which cannot, barring some twist of fate or an economic miracle.

The former category includes domestic buildings, churches, redundant public buildings and banks, which lend themselves readily for conversion into restaurants, pubs etc, and also warehouses and redundant offices which offer themselves for conversion into residential or leisure

uses. Many of these can be seen in the Old Town and Civic Society members need no introduction to the latter conversions along Hull's waterfront and in its Georgian New Town.

But then there are the others – the 'oddballs' where many people would say, "They must be blooming barny to have this listed!" Examples coming to mind are telephone boxes, crematoria, cranes, river-bridges, privies etc., where any viable restoration is much harder to achieve. It is into this category that the water chute sadly fell. Fortunately for the Splash Boat, it has been the East Park refurbishment scheme which has provided the funds and incentives for the restoration of this pioneering 'white-knuckle ride' to take place.

The Civic Society is delighted that this attraction again has a place in a Hull park of the 21st century and offers congratulations to all who have brought about this fine example of building conservation.

Work has so far included repainting the boat, creation of a new dock where the water level is constant and the renewal of the railway-like track on which it runs, plus a host of Health & Safety features, no doubt unheard-of in the 1920s when it was built.

The first crowd of eager youngsters had their ride in late July 2006 and less than six weeks later came news that its 'seaside cousin', the Kinderland Splash Boat in Scarborough's Northstead Gardens (built in 1932) had ceased to operate. This is because all of this area of Scarborough is to form part of the multi-million pound 'Sands' regeneration scheme. With hotels, apartments and log cabins envisaged in and around the site, it is by no means certain that this example has a future, since it may not even be listed.

If the Scarborough Splashboat disappears, the East Park Water Chute may well become unique (does any reader know of any surviving elsewhere?) and of great historical significance as the predecessor of log-flumes which abound in many modern-day theme parks.

So, congratulations to Hull City Council for bringing about the return of a unique attraction in East Hull, which holds many happy memories for countless citizens of Hull and enhances the facilities offered in this major example of urban regeneration and conservation of a scenic, historic and well-loved public park.

Colin Cooper.

Carnegie Heritage Action Team

The Carnegie Library on Anlaby Road, next to the gates at West Park was designed by the City Architect, Joseph Hirst and dates from 1905. It is a delightful building, but at present it is disused and therefore at risk. In early July, following a meeting at the Lonsdale Community Centre a new steering committee was set up with the following aims:



- "To save and preserve the Carnegie Library as a building of historical and architectural importance for the residents of Newington and the public at large."
- "To bring the building back to life as a Heritage Centre for education and the promotion of local history."

The next step will be to engage a surveyor to assess the condition of the building, but money will first need to be raised by the group. Malcolm Sharman is our representative on the Steering Group and we wish the group every success.

Safety Improvements to Castle Street

Many people visited the exhibition at the ARC on 6th 7th and 8th July. Some living or working nearby were not happy, as their journeys would be lengthened. I think that everyone would benefit from this scheme, as it would increase safety for both drivers and pedestrians. East Hull drivers would be particularly pleased, as last minute lane-changing should be confined to history.

The state-of-the-art signalised pedestrian crossings will be a boon for people crossing the trunk road from Lowgate/Market Place to Queen Street. They would safely cross a slip road, then cross to the wide central reservation of the trunk road, then cross the other carriageway of the trunk road and then cross another slip road. It would be perfectly safe unless they crossed when the red light was showing for pedestrians.

Two lanes of traffic would be controlled by traffic signals at the left-turn slip roads from both Queen Street and Market Place onto the trunk road. When the traffic lights at the slip road pedestrian crossing turned green, the two lanes of traffic would safely enter the trunk road, as trunk

road traffic would have been halted. This would be far safer than the present arrangement where accidents have been caused by vehicles turning right from the trunk road.

The pedestrian crossing on Castle Street near Humber Dock Street will be altered to make the central reservation wider. This would improve things when many people are crossing and some would feel safer as they would not need to stand so close to the juggernauts speeding past.

It is planned to start the work this autumn and finish by spring 2007. All major work will be done overnight when traffic is low. Disruption to traffic should, I hope, be minimal.

Walter Houlton.

Give the Boulevard back to the community!

The Boulevard, former home of Hull FC Rugby League Club and, more recently, greyhound racing, is at the centre of a dispute over its future. The ground is now a target for vandals. In the medium term, the site is earmarked for housing as part of the Housing Gateway Pathfinder programme, but the Civic Society is calling for a rethink, as it is clear that there is overwhelming public support to do something more positive with the Boulevard. We consider that the Boulevard could be an asset which would help to regenerate the West Hull community, serving a variety of community uses, including the retention of greyhound racing.

Lock Lane, Castleford, is a successful community sports facility centred on amateur rugby league. It also hosts a successful gym and other sporting facilities ensuring the ground is operational at least 12 hours a day, 7 days a week.

The Society would like to see an expansion of the amateur rugby and football games played at the Boulevard. This is currently the only professional facility available in the City. The ground could also play host to Hull City Reserve and Junior matches, which are currently played at North Ferriby United and Winterton Rangers AFC, respectively, recently upgraded to include new changing rooms, clubhouse and stand. Hull City train at Cottingham.

When the Boulevard was purchased by the City Council for £750,000 it was reported that the ground would be retained as a training base and venue for Hull FC's Alliance and Academy matches. These matches are currently played at Brantingham Park, near South Cave.

Our proposals have already been put forward to Cllr Andy Sloan, Hull City Council's Cabinet member for Economy. The future of the Boulevard depends on a number of compatible uses, which address the needs of the community. With vision, the once-proud Boulevard could be a fantastic asset, playing its part in regenerating West Hull. Lets not miss this opportunity!

Adam Fowler.

John Betjeman 1906-1984

On 28th August, the BBC celebrated the life of John Betjeman, who was born on that day in 1906. A much-loved writer of accessible poetry, he was appointed Poet Laureate from 1972. As writer and broadcaster he also shared publicly his enthusiasm for the buildings of character which still make our cities, towns and villages different from each other. In 1964, Monitor, the BBC arts programme, featured a televised meeting between John Betjeman and Philip Larkin in Hull. It was very exciting to hear Betjeman so full of enthusiasm for the view of Hull from the Humber and the overgrown General Cemetery on Spring Bank, which I passed every day. I suddenly realised that I was not alone in appreciating the Victorian and Georgian buildings which were at risk from planners' and architects' ambitions!

John Betjeman inspired many people who cared about their local environment to start taking an active role. Fortunately there are many people who care about Hull's special character, both inside and outside the Civic Society, including, these days, many Council Officers. Conservation has come a long way. Nevertheless, where money is at stake, destructive and homogenising forces can still be very strong and we can't afford to relax our guard.

As John Betjeman kindled our interest, we should aim to kindle the next generation's interest in the buildings and establishments of character that make Hull different.

John Scotney

"From Vision to Reality – Planning the future of Hull City Centre"

This was the title adopted by the city's planning department for the exhibition in June which launched the public consultation on the Hull City Centre Area Action Plan.

The action plan proposes a "Development Framework" to be used as the basis for Council decision-making when considering development proposals. More detailed design guidance for parts of the city centre that are identified as "Strategic Development Areas" are contained in "Supplementary Planning Documents". The seven Strategic Development Areas are East Bank (of the River Hull) and Blaydes Dock, Fruit Market (Queen Street, Humber Street and surrounding streets), Quay West (between Princes Quay and Ferensway), Humber Quays (Island Wharf area) and Albion Square/ Heart of the City (Albion Street, Bond Street, George Street, Queen's Garden's, Whitefriargate, Queen Victoria Square and King Edward Street).

Although details can be found on the City Council's website (<http://www.hullcc.gov.uk/>) (or even more easily by typing "hull from vision to reality" into Google), the consultation period started on 31st July and the deadline for comments was 11th September. John Netherwood is to be congratulated for his detailed 14-page response on behalf of the Civic Society.

Editor.

No Rebellion in Chants

Writing recently in the Guardian, Jackie Ashley saw modest signs of a rebellion against the domination of the top food supermarkets. She gave several reasons: their failure to persuade government to extend their Sunday opening hours beyond the six hours now permitted, compared with the unrestricted hours of the small shops; the example of a popular protest widely supported by local people against a fast food outlet moving into a small closing restaurant; the rejection of a giant Tesco store in Saxmundham, so "bucking the trend" away from small shops.

She contrasts the alien feeling of most suburban main streets and laments the loss of a more homely atmosphere. For me that homely feeling has not been lost in Chanterlands Avenue where I shop, with small shops with shopkeepers who know and care for their customers, with friendly small cafés and sandwich bars, personally run, and one (only) welcoming pub-with-food.

I am sure there are many similar in Hull, resisting change before it happened and avoiding the need for a rebellion. Perhaps not surprising in friendly Hull!

Donald Campbell.

Coach Tour of Hull

The Civic Society Tour of Hull, on 3rd September, was a great success. The coach was full and we visited some places many of us had not seen before. Ken Baldwin, the City Centre Manager, told us of ongoing and proposed developments in the City Centre. We visited Nelson Street, Island Wharf, the Mason Street Car Park to look at the site for the History Centre and the St Stephen's Development, viewing it from the Park Street end. Good progress is being made on the shopping development but it seems that work has yet to start on the transport interchange.

We visited St Andrews Dock and Adam, our chairman, spoke about proposed developments there. After going through Gipsyville and along Hawthorn Avenue we visited Woodcock Street. Many of us had not seen a caged CCTV camera before! Nick Smales from Gateway/Pathfinder told us of their proposed plans in the Newington and St Andrews Area (NASA). Housing was planned on the former Amy Johnson School site and they had plans to redevelop the Woodcock Street area after demolishing many houses.

The final visit was to the Eastern Docks, where we stopped for a comfort break and coffee at Port House. We then travelled east along the dock roads and passed the site of the proposed Household

Waste Incinerator. We saw a huge pile of imported coal, big rolls of newsprint and packaged timber was stacked wherever there was space. We saw the land, which ABP reclaimed from mudflats after obtaining a Marine Construction License from the Ministry of Agriculture. It is not known what port developments will be sited there and I think that ABP will need a Harbour Revision Order from the Department for Transport to get permitted development rights as port operational land.

Travelling back, we said goodbye to Allison, our guide from ABP, at Port House, and went along the dock road to Alexandra Dock, the barrier being raised as we approached. We stopped to look into the two dry docks and again to look at the expanse of water in the dock. There was much packaged timber stacked near the dock road. Travelling westward, we eventually emerged at the Victoria Dock roundabout and went under the flyover and along Mount Pleasant to Holderness road. It was a very enjoyable and informative tour. The coach driver did very well, negotiating some awkward corners. Some people have said that they would like the coach tour of Hull repeating. This is a possibility but it won't be before Spring 2007.

Walter Houlton.

Local Listing

For more than half a century, it has been possible for buildings of 'architectural or historical interest' to be added to a national List. Once on this list, a building is protected to some extent from demolition and unsympathetic alterations. Hull has about 450 listed buildings. However, there are other buildings which form a distinctive part of the local townscape, while not being of sufficient architectural or historical significance nationally to be 'listed'.

The city council is drawing up a 'Local List' of 'Strategically Important Buildings of Local Architectural or Historic Interest'. Buildings on the Local List will not enjoy the same legal protection from demolition as Listed Buildings (unless they are in a Conservation Area) but the aim is to protect them through normal development control procedures. In May, the public were invited to submit nominations for the Local List. The deadline for a building to be considered for inclusion on the initial Local List was 12th July, but further nominations can be submitted for inclusion next time the list is revised. We nominated 61 buildings, liaising with the local branch of CAMRA (Campaign for Real Ale) to avoid duplication of their pub nominations.

Editor

Planning and Buildings

Old Town

A Listed Building Consent application was submitted in July to refurbish the 1st floor, staircase and ground floor of the former Mutiny on the Bounty, now the Hull College Students' Union. This late Georgian building (1820) with its elegant cupola was Hull's second dock office. A two-storey extension to another Hull College building, the construction workshop on North Walls, was submitted in August.

At the opposite end of the Old Town, CityBuild applied in August to demolish all of the Bonus Electrical premises, which stand between Blackfriargate and Humber Street. A "stepping-up" hoarding is to surround the site, but I hope it is not going to be too permanent. At present, there is no application for anything else on the site. We all know how long a site can lie empty! An application by W.A. Hare & Son Ltd for Conservation Area Consent to demolish the front wall of the former Sykes Head public house appears to be linked to a previous application for new flats on Wellington Street between Humber Place and Pier Street, matching the design of the fine early 19th century Humber Place buildings.

City Centre

In mid-September, hoardings appeared at 17-22 Dock Street and 62-72 George Street around the former Danby's plumbing supplies warehouse and adjacent Georgian houses, so it may be that work is about to start on the apartments scheme which received approval in 2003. A much smaller

conversion of commercial premises into flats, at 11 Grimston Street, is now well under way. Westbridge Homes' application to build a three storey 15-apartment block behind 10 and 11 Wright Street was approved, with several conditions, and notices have appeared at the corner of Wright St and Percy St indicating that work will start shortly on scheme already approved for that site.

Ferensway & St Stephens

Readers will no doubt be grief-stricken to learn that the Paragon House demolition started in early September! It was built in 1962, to a standard British Railways design, to replace the Hull District Offices, which at the time were located in George Street, next to the YPI, at an inconvenient distance from Paragon Station. The building has never inspired affection, but held for me memories of my first interview (September 1965) for a railway career and, later, of friendly and helpful colleagues. Transpennine Express applied in July for Listed Building Consent for internal and external alterations to the former Red Star Parcels office.

CityBuild's application to clutter up (for two years!) the magnificent interior view of Paragon Station's roof with 13 banners dangling from the roof trusses and another 20 hanging from the columns was unanimously rejected by the Planning Committee on 6th September.



Ferensway: Paragon House (middle background) is encased in plastic sheeting ready for demolition, while the new hotel (foreground) takes shape and the central reservation walls are under construction. (Photo JD Scotney, September 2006)



Ferensway: Tesco (left), the covered mall (centre) and the new hotel (right)

(Photo: JD Scotney, September 2006)

The western section of the bus station concourse, the Tesco store, covered shopping mall, hotel and other buildings have progressed over the last two months from a bewildering forest of girders and supports to individually recognisable structures. Ferensway's central reservation, with sloping granite-sett walls, is also becoming visible behind the wire fences. This is, however, a very difficult trading period for the Ferensway shops, as no-one can park and few people now walk along Ferensway.

Mid-September saw an application by Urban 1 (Hull) Ltd for a 5-storey block of 73 flats in Spring St and Hall St.

East

A surprising application was submitted in mid-August by MS Properties to build a 5-star hotel in Drypool at the corner of Hedon Rd and Church St, replacing a building of the mid 1920s, which was most recently in commercial use but which, I believe, was built as a Scandinavian Seaman's mission church in 1927. The present surroundings are interesting but distinctly down-at-heel, so one hopes that this will mark the start of local regeneration for the historic centre of Drypool village, but not its obliteration! Another hotel was proposed by Kingston Community Developers in late August for a site on the southern side of Preston Rd.

Since the present North Bridge opened in 1931, the King's Arms, which adjoins it at the corner of Great Union St, has been a familiar sight for travellers into the city centre. In July a firm called Planet Igloo Ltd (!) applied to change it into offices, add a roof-top extension and make alterations to the front, rear and side elevations.

35-37 Holderness Rd, built by the Public Benefit boot and shoe company, is one of Hull's most interesting shop buildings, with a facade decorated with representations of boots and shoes. It was an Ex-Catalogue Shop until recently, but Mr W Marshall, of Hull Property Company, applied in June to convert it into two shops with office space at the rear and two flats on the first and second floors. Early September saw an application for some external alterations to Unit 4 at Mount Pleasant Retail Park in connection with its conversion from 'The Big W' (owned by Woolworth's) into an Asda superstore.

In June, there was an application by Burgill Ltd to demolish Tower Grange, (the house after which the police station is named) and build 3 houses 2 bungalows and a block of 10 flats on the site. In August, the Planning Committee refused an application to demolish and erect a 3-storey block of 18 flats on the site of Lambwath Hall on Wawne Rd, Sutton. It is a late 18th century house, rebuilt in 1897 by Freeman Sons & Gaskell for Charles Hellyer, the trawler owner, and was originally to be refurbished as part of a new housing development.

Outline plans for housing on former industrial land in Marfleet, to the west of Marfleet Avenue were submitted jointly in August by Fenner plc, Sumitomo plc and H&P Freightways plc. Fenners also applied to extend their factory in Marfleet Lane.

Walter Houlton, who attends most Planning Committee Meetings, has expressed his concern about the way the application to build a house in a garden to the west of 140 Western Gables Way, approved in September, was appraised by the Planning Department. In the Officer's report, there was no mention of the site being adjacent to a Site of Nature Conservation Interest and Local Plan policies NE14, 15 and 18 were not taken into account.

The most controversial application of the year, for construction of an "Energy from waste facility" (incinerator in plain English) at Saltend, partly within the city boundary, was submitted in July by Waste Recycling Group Ltd.

West

On 14th September, the old Salvation Army Ice House on Anlaby Rd was destroyed by fire. It had been derelict since opening of the new one and was due to be demolished as part of a hotel scheme. In August an application for a health centre on the former Netto site next door at the corner of Anlaby Rd and Pease St was refused.

North

Hull College received permission in July to build a 3-storey Construction Skills Centre on the northern side of Freetown Way between Bourne Street and Carol Place on the vacant site next to the Registry Office. The design is similar in style to the Horncastle Building at the corner of George Street and Charlotte Street and will at last tidy up a site that has been derelict since the Westways Garage closed about 30 years ago.



Hop Villa (Photo: JD Scotney)

In August the Planning Committee approved revised plans for a block of 24 flats on the site of Peppermint Park Fitness Centre at 104-106 Beverley Rd. Further north, opposite Beverley Road Baths, the hipped roof of the new block of flats was outlined by steelwork. An outline application to convert St Augustine's Church Hall (1902) into 8 flats was submitted in June.

Another historic building, Hop Villa, built for Edwin Robson (of Moor's and Robson's Brewery), seems to be more secure, following approval in August of the scheme for 45 houses and community facilities on the Grammar School site, with access between 147 and 153 Cottingham Road, instead of demolishing Hop Villa.

Hull University's proposed new access from Cottingham Road and revised internal road layout was approved in September. Also approved in September was the Tesco Express at the corner of Bricknell Ave and Hotham Rd North, despite a recommendation for refusal.

The Community Church at the corner of Cottingham Road and Newland Avenue opened on 22nd September. This church, with its associated meeting rooms, is considerably larger than the former German Lutheran Church which it replaces.



Hull Community Church. Note the westward-facing solar panels. (Photos: JD Scotney)

We objected in early September to an application to demolish a pair of semi-detached houses in the Newland Park Conservation Area, 203-205 Cottingham Rd, and to replace them with a block of 17 flats. Our objection was that the scheme was out of keeping with the conservation Area's character.

The application to erect a Tesco Express store on a former filling station site at the corner of Bricknell Ave and Hotham Rd North was approved although it had been recommended for refusal.

Call to Help 'Father of Local History'

Hull Civic Society has called for action to help the 'father' of local history in Hull. For 20 years local historian Chris Ketchell has managed Hull's Local History Unit helping thousands of people and promoting a wider understanding of Hull's past. In July, Hull College closed the Local History Unit, following changes in how Further Education courses are funded for 19-plus part-time learners.

The Unit started life as the Local History Archive at the former Inglemire campus of Hull College of Higher Education. After successive changes, the Unit moved to Hull College at Park Street and ended up at the now closed James Reckitt Library, Holderness Road, Hull. But it is Chris's unique knowledge and love of the subject that has earned him the respect and admiration of many. In doing so, valuing Hull's heritage and providing a greater understanding of our past.

For researchers and writers the unit has been an invaluable first port of call. It has been responsible for many publications and has taught hundreds of students about local history. It also indexed old newspapers and digitised trade directories, making archive information much more accessible. In 2004, Hull Civic Society presented Chris with a lifetime achiever's 'Good Mark' award. He has done so much to advance the knowledge and understanding of Hull's local history and has won widespread respect and admiration.

Now the Civic Society is calling on Hull City Council to help Chris. 'There's never been greater interest in local history so it seems nonsensical to lose Chris.' Earlier this year, the Heritage Lottery Fund earmarked £7.7m for a Hull History Centre at Mason Street, on the edge of the city centre. This is so ironic. Surely, the new History Centre provides a great opportunity to make use of Chris's unique knowledge.

Adam Fowler.

A reply has been received, confirming that the Local Studies Library and the City Archives will provide a home for the Local History Unit's collection of material.

Readers' Letters

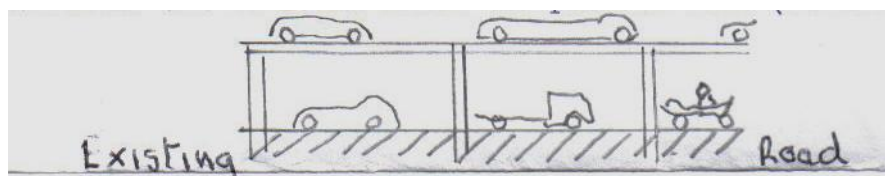
Up and Over and Under

I thoroughly enjoyed reading all of Walter Houlton's "Is a cut and cover tunnel such a good idea?" – see June 2006 Newsletter. His reasoning is sound, and I particularly liked the idea of Humberside County Council "trying to pump out the Wolds". This, in itself would make a good project for any young graduate civil engineer to obtain a PhD. What a challenge!

Back to the problem of getting Hull's traffic from East Hull's port and industry to the west side of the city, and the rest of the country – and vice-versa.

I believe Walter when he says, "Public consultation on a scheme for Castle Street has not been very thorough so far". So here goes. In my view, the principle is simple: 'Up and over and under', from Daltry Street flyover to the flyover at Great Union Street/Victoria Dock Village entrance – straight over the top of Garrison Road swing bridge and its control tower. Yes, that's high, but what a view the lorry drivers will get as they roar along it. Start the ascent and descent to and from the top deck somewhere opposite Wassand or Walcott Street and Alexandra Dock.

The upper road could be 'simply supported' along its length, providing suitable foundations can be found under the present road (beware of reeds and rushes).



The supports could either be of concrete or steel, as per Daltry Street flyover, Sheffield's Tinsley 'double-decker' viaduct on the M1, or even the Forth Bridge or the road and rail bridge over the River Tyne, Newcastle.

Alternatively, and with a little 'lateral thinking', why not another single suspension 'Humber Bridge', this time going east-west over land and the River Hull, or, for that matter, a series of suspension bridges joined together?



I see no reason why these ideas cannot be put into practice by the right Consulting Civil and Bridge Engineers – say Freeman, Fox & Partners, or Ove Arup, with prime consideration given to little restriction to traffic flow during construction. "Where there is a will, there is a way".

As I said earlier, I offer the principles of the solution, and leave the experts to sort out the details. At least, I might get you and them to think 'Up and Over and Under'.

Yours sincerely,

Brian Parker, BSc (Hons) Eng., M.R.Aero.S. (former Mech.Eng with Blackburn Aircraft, Brough, George Cohen Machinery, Leeds and British Paints, Newcastle.)

Answers to Picture Quiz

(a) The pictures were: 1. Reckitt's offices, Dansom Lane, 2. The old Cecil Cinema, Ferensway / Anlaby Rd, 3. James Reckitt Rest Homes, Laburnum Avenue, 4. Haworth Arms, corner of Cottingham Rd and Beverley Rd, 5. Reckitt's Baths, Dansom Lane, 6. Hull Daily Mail Buildings, Jameson Street.

(b) The old Cecil was on the north-west corner of Anlaby Road and Ferensway, on the site now occupied by Europa House, diagonally opposite the present Cecil. It was built in 1911, gutted by fire in 1941 and demolished in 1953.

(c) The old Hull Daily Mail building was demolished in the 1980s, after the "Mail" moved to Blundell's Corner.

Christmas present ideas for the discerning friend or relative!

Idea number one:



Written and Illustrated by
Ivan and Elisabeth Hall

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York, England
in association with
Hull Civic Society

**Hardback Copies are available from Ken Baker, Honorary Secretary,
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Idea number two:

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