

HULL CIVIC SOCIETY NEWSLETTER

September 2013



Mytongate (now part of Castle Street) looking westwards in 1970.

(Photo: JD Scotney)

In this issue: Programme, Hull in Paint, Heritage Open Days, Golden Jubilee Lunch, Castle Street Scheme, Hull Civic Society's Response, Good Mark: Macdonalds (St Andrew's Quay), Hull Heritage Trails, Planning & Buildings, Civic Society Officers and Committee, Newsletters by Email.

Programme 2013-2014

Thur 12th to Sun 15th September – Heritage Open Days – brochures giving full details of talks, walks and properties are now available.

Public Meetings 2013-2014

All meetings are at the Royal Hotel, Ferensway, on Mondays at 7.30 pm (unless otherwise stated). All meetings are open to non-members.

14th Oct – *“Reaching for the Land of Green Ginger – the story of migrants through Hull, 1836-1914”* – Robert Bell.

Robert Bell is the author of a moving collection of poems inspired by the Sharp Street Roll of Honour. On this occasion, he turns his attention to the lives of the thousands of migrants who passed through Hull before World War I.

11th November, 2013

“Caught in Hull” A short performance by Mike Bisby based on Walter Wilkinson’s tale of an itinerant Punch & Judy Man’s arrival in the city.... followed by:

“Spring Bank” Speaker: John Scotney.

9th December, 2013

“My first three years as a teacher” Speaker: Phil Brock.

13th January, 2014

“Dr Lee and his Rest Homes” Speaker: Alan Kerr.

10th February, 2014

“Life on the Humber – Sails & Keels” Speaker: Rachel Walker, Curator, Yorkshire Waterways Museum, Goole:

10th March, 2014

Annual General Meeting (7pm) followed by:

“Paull, an illustrated history”. Speaker: David Alexander Smith.

14th April, 2014

“Hull’s Fishing Industry – the last 150 years”

Speaker: Alan Hopper – Maritime Historian.

Thursday 24th July, 2014 at 1 p.m. - Golden Jubilee Lunch at the Royal Hotel, Ferensway, Hull

Hull in Paint

Hull has a rich and diverse history, its people, buildings, parks, roads and bridges; its docks, boats, businesses all form part of Hull's heritage. Much of the wealth of our heritage has come from the creativity of the people of Hull and its surrounding area, therefore the Hull Civic Society has invited local artists either amateur or professional, individuals or groups to participate in a city wide exhibition entitled 'Hull in Paint' (HiP for short).

A project team has been formed to run the project and this consists of local historian David Smith, designer Ian Goodison (both executive committee members of the Society) and local artist Doug Smelt (who has been using art to engage audiences, be it young or old in heritage and history for nearly 2 decades, working locally, nationally and internationally).

The project team have written a brief that artists will work to in order to submit entries to the project. Wherever possible artists will make their initial entry by photographing/scanning their work and sending the photograph via email.

The "Hanging Committee" will make a final decision; not as gruesome as it sounds, this will be a selection panel who will consider all entries made and from them decide on the final artwork that will hang in the exhibitions. The project aims to hold a series of different exhibitions around the City and so take the project to the people of Hull rather than having just one central location.

Doug has been working hard over the past two months to promote the event to artists, groups, education providers and organisations all of whom are enthusiastic to participate in the project; in particular the project team are pleased that the Scrapstore are now involved as this will make the project accessible to families and children as well as Hull College who will make the project accessible to students. Hull Art.com are promoting the project and helping with the submission of artist's work. Exhibitions will take place around the City over the next few months and beyond including:

On Tuesday 13th and Sunday 18th August, the Scrapstore (Hull Play Resource Centre, Dairycoates Avenue, Hull, HU3 5DB) held Big Painting sessions, open for children to attend, with under 8's accompanied by an adult. Scrapstore (telephone 01482 328750) will be holding an exhibition from 19th August through to the dates of the Hull in Paint exhibition. Hull in Paint will feature during the Heritage Open Days in 2013 with the following events:

- Saturday 14th September, 2-5pm: the official opening event of Hull in Paint and exhibition at the Old Western Synagogue, Linnaeus Street, Hull, HU3 2NT. The event will be officially opened by locally based international art dealer Jim Starky.

- Sunday 15th September: The Club House Community Centre, Elm Avenue, Garden Village, Hull HU8. An exhibition of local views by local artists.

- Monday 16th September, 5-7pm: the Hull in Paint exhibition will be open to the public at the Old Western Synagogue, Linnaeus Street, Hull, HU3 2NT.

- Thursday 26th September: Hull College, Park Street, Hull, HU2 8RR: Hull in Paint Exhibition by students including work relating to the history of the Park Street site. Contact the college for opening times on 01482 598754. Friday 20th September, 5-7pm: the Hull in Paint exhibition will be open to the public at the Old Western Synagogue, Linnaeus Street, Hull, HU3 2NT.

- Friday 4th – Friday 25th October: Holy Trinity Church, Market Place, Hull, HU1 1RR. An exhibition of contemporary art set in Hull's oldest buildings. Contact the church for opening times on 01482 324835
Details of future events will be provided at the launch event and on the Hull Civic Society's website.

If you are an artist and wish to submit work for the exhibition here is the brief for submission of artwork to the project:

As the title suggests we are looking for painting as the medium to display, however work can be in a mixed media, but must include paint. The subject matter of the work should relate to Hull. It can be traditional, figurative or contemporary although if the piece be abstraction it must contain elements that are recognisable, either through figurative aspects within the work or through the inclusion of objects that are included as part of a mixed media piece. The work should be wall-mountable using mirror plates.

If you would like to submit a piece of work for the project please send a 300dpi image of it to David Smith at: hullinpaint@gmail.com by Friday 6th September. The Hanging Committee will meet soon after this date and the successful artists will be informed of their decision (further discussion will then take place on exhibition dates and delivery of the successful works or art). If you are an art group/society and would like to organise your own exhibition as part of the project or offer your building as a venue please also contact David Smith on the email above.

David Smith

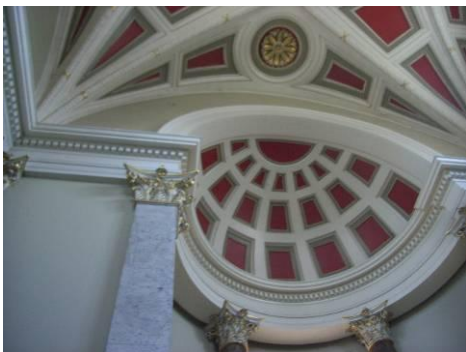
Open Days Promises More Discovery Than Ever

Heritage Open Days (Thursday Sept 12th to Sunday Sept 15th) in Hull is back with the Society promising more buildings openings, events, talks, guided tours and exhibitions than ever before. The Open Days are a unique opportunity to see inside places you don't normally get the chance to visit, as well as rediscovering other parts of the city that you may not be familiar with.

Amongst the new buildings opening this year are the Smoke House and Humber Fruit Brokers (Caleb's Place), both towards the south of the Old Town, while both Samman House and Trinity House Chapel make welcome reappearances after some years out of the programme.



Humber Fruit Brokers, Humber St (Photo supplied by Phil Haskins)



Trinity House Chapel (left) Wellington St Smoke House (right) (Photos: JDS)

New tours for this year include walks around Paragon Station, including the underground police cells, while next door the Royal Station Hotel will also be giving tours, showing the room which Queen Victoria slept in.

Other new highlights include a musical talk and recital from Dr John Pemberton about the City Hall Organ, one of the best in the country; St Paul's Boxing Academy will be opening its doors for people to see where Luke Campbell trained, Christopher Oughtred will be giving his highly popular talk about the William Jackson story, while a full programme of talks and openings at the University in particular sees Dr Michael Hird give a talk celebrating 40 years of Liquid Crystals and their discovery in the city.

"We've also got features on Humber Street on Sunday, allowing people to see inside the Cat Zero boat for example," adds Open Days organiser Philip Haskins. "And we think people will also have fun completing our online survey about Hull's best sculptor, a head to head between William Day Keyworth and Thomas Earle - two giants of 19th Century sculpture whose works can be found around the city. We are really excited about these fresh additions to what is already a very dynamic programme. We are sure people coming to events during the Open Days will leave Hull realising there's so much more to the city than meets the eye. It can all be found in the [brochure](#) or on our [website](#) (www.hodshull.co.uk)."

Heritage Open Days runs from Thursday 12th to Sunday 15th September and brochures are available at public libraries, museums and the Tourist Information Centre in the centre. For more information see <http://www.hodshull.co.uk>



Other Heritage Open Days activities 2012 (Photos supplied by Phil Haskins)

Diary date: Golden Jubilee Lunch

Almost 50 years ago, Hull Civic Society was formed by a group of individuals who were passionate about the city of Hull. Sadly, most of the founder members are not with us anymore. However, in honour of those Pioneers, and to celebrate the Golden Jubilee of Hull Civic Society we have arranged a Golden Jubilee lunch, which will be held on the exact date the Society was formed by Messrs. Arschirvir, P.M. Jackson, Mrs. E. Seaton and C.S. Wise. This will take place on Thursday 24th July, 2014 at 1 p.m. at the Royal Hotel, Ferensway, Hull. More details in subsequent Newsletters.

Cynthia Fowler

Castle Street Scheme

As part of the consultation process over the Castle Street Improvement Scheme, the Highways Agency held an exhibition at the Royal Hotel on Friday 19th and Saturday 20th July and Saturday 10th August. The closing date for comments was 15th August and Hull Civic Society has submitted comments, but as some members may not have been able to view the exhibition, I have reproduced part of the text of the Highways Agency's Consultation Booklet, with some of the illustrations. This is permitted under the Crown Copyright Open Government Licence.

The part of the booklet which I have not included here described various ways of making comments before the 15th August deadline, but, if you have access to the internet you can still view the material at

www.highways.gov.uk/a63castlestreet

The contact details included an email address, a phone number and a postal address: A63CastleStreet.Hull@highways.gsi.gov.uk

A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, LEEDS, LS11 9AT, Tel. 0113 283 6220

We would like to thank staff of the Highways Agency and the consulting engineers Gruntmij for their willingness to provide information answer our questions about the scheme at a meeting with our Chairman and Vice Chairman before the start of the consultation period.

Editor.

A63 Castle Street Improvement Consultation

Introduction

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions.

The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull. The objectives of the project are to reduce traffic congestion, improve access to the port, improve safety for road users and the local community and to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.

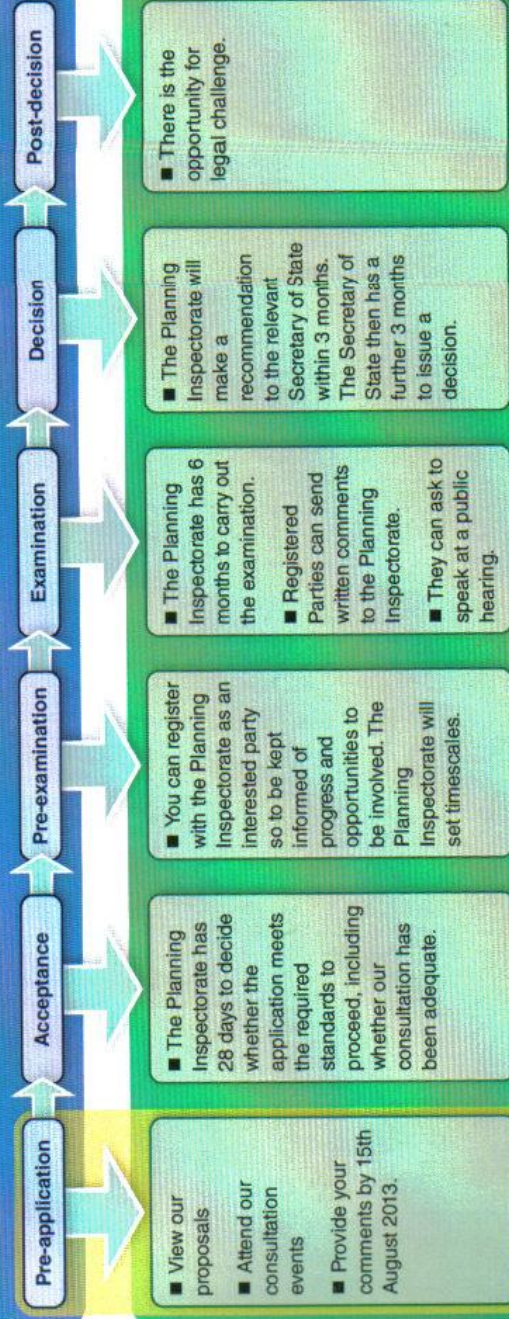
A consultation exercise was held in spring 2009 detailing two preferred and four non preferred options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010. Since the preferred route announcement, the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.

The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by spring 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether it should go ahead.

The consultation runs from Friday 28 June 2013 to Thursday 15 August 2013. All responses to this consultation will be considered and will influence where possible, further refinements to the proposals.

The Planning Act 2008 process for nationally significant infrastructure projects

The Six Steps



How you can be involved

We are here



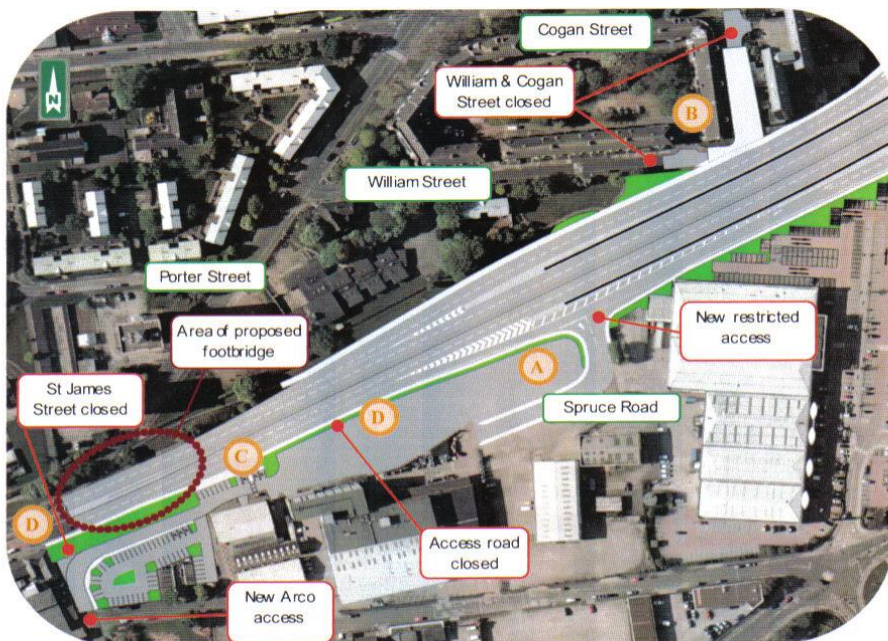
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The proposed route

Area 1 - West of Mytongate Junction

We will be:

- Restricting access onto the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 near Porter Street.
- Restricting movements on side roads to improve safety.



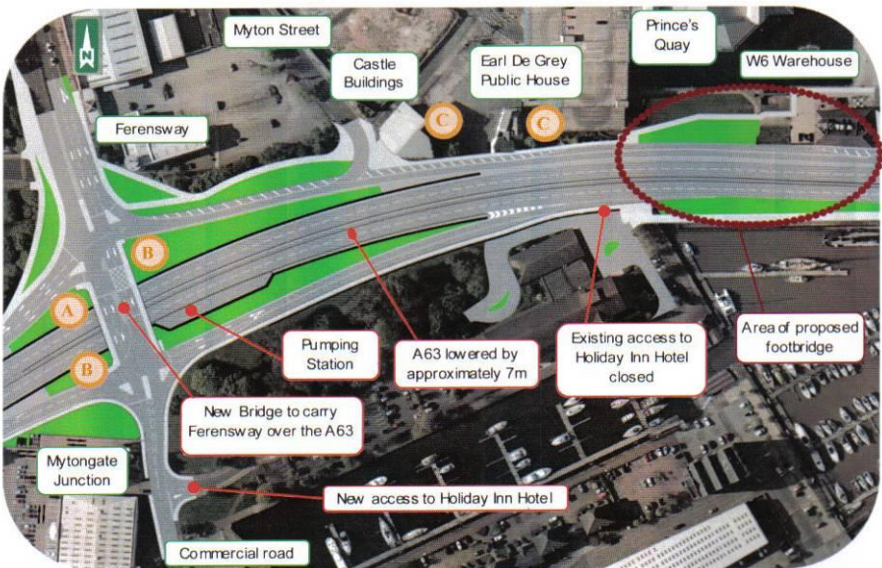
Changes since preferred route announcement

- A** Restricted access for local businesses has been provided via Spruce Road to improve local traffic movements.
- B** William Street / Cogan Street has been closed to through traffic to improve safety.
- C** The slip road onto the A63 has been made longer to help traffic flow.
- D** St. James Street and Waverley Street junctions with the A63 have been closed to improve safety.

Area 2 - Mytongate Junction

We will be:

- Providing a split level junction at Mytongate to separate A63 traffic and local traffic.
- Lowering the A63 by approximately 7m and providing a new Mytongate bridge to carry Ferensway over the A63.
- Providing combined pedestrian/cyclist routes across both sides of the new Mytongate bridge
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 at Prince's Quay.



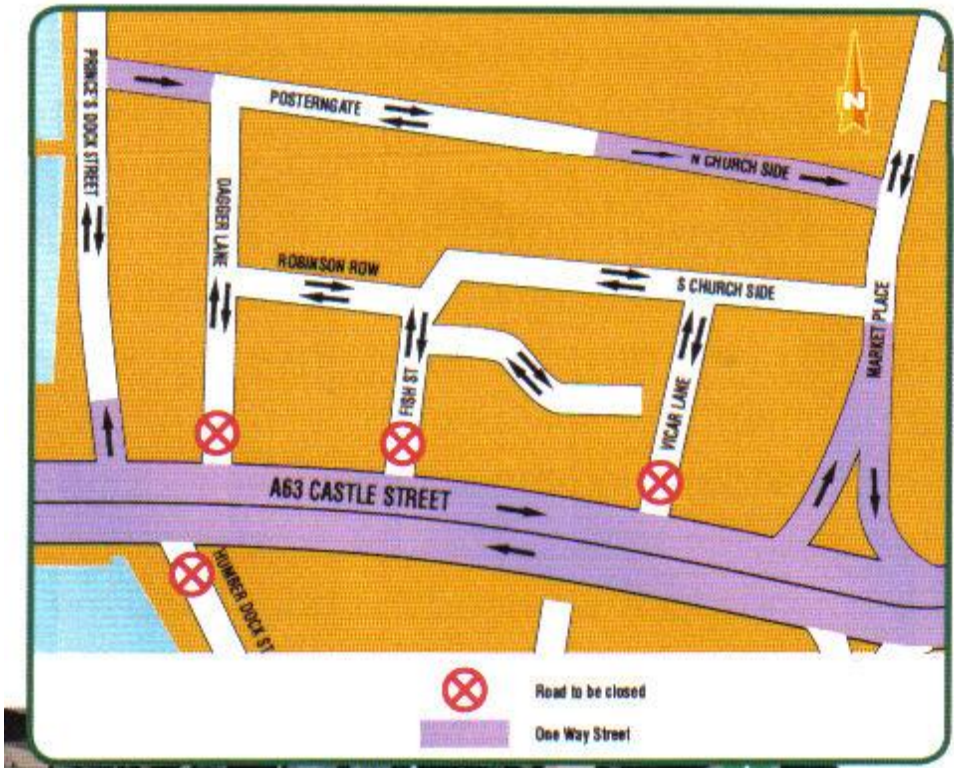
Changes since preferred route announcement

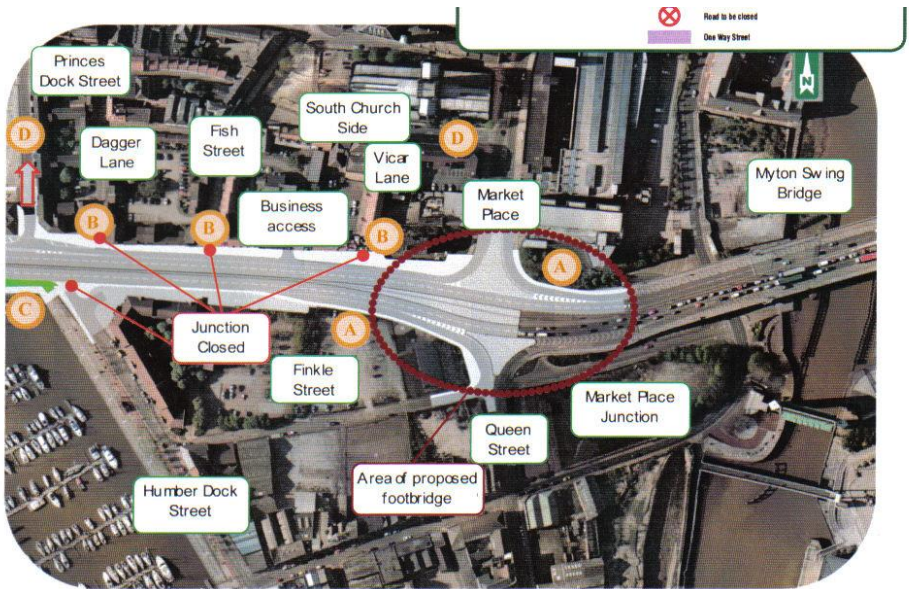
- A** A 3.0m wide combined cycleway/footway route has been added to the west side of the new Mytongate bridge.
- B** Two lanes have been provided on all the slip roads and across the new Mytongate bridge to minimise delays during construction.
- C** Two grade II listed buildings (Castle Buildings and the Earl De Grey public house) are maintained.

Area 3 - East of Mytongate Junction

We will be:

- Providing three lanes for east bound traffic between Princes Dock Street and Market Place junction.
- Restricting access to the A63 from side roads by closing junctions
- Replacing the signal controlled pedestrian crossings with a new footbridge over the A63 at Market Place junction.
- Altering priorities on side roads to improve access





Changes since preferred route announcement

- A** Market Place/Queen Street junction with the A63 improved to assist merging traffic joining the A63.
- B** Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street junctions with the A63 closed to improve safety.
- C** Footways rerouted to suit improved scheme layout and new footbridge locations.
- D** Change Princes Dock Street access from the A63 to one way and change South Church Side into a two way street.

Environmental considerations

The project is an environmental impact assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application. We will be completing an EIA to further understand the effects of the proposal on the environment. The EIA covers several topics for which we need to understand the environmental situation both with and without the project. Where there could be a negative effect, we will consider ways to remove or reduce it using mitigation. The results of the EIA will be published in our

environmental statement. More information, drawing on assessment work carried out to date, can be found in the EIA scoping report, which contains our preliminary environmental information. A brief summary of the main topics covered in the EIA is provided below:

Air quality

We will consider emissions that may arise from the project during construction and once open. We have started a six-month air quality monitoring programme in the local area.

Cultural heritage

This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets including the conservation area.

Landscape and visual amenity

We will cover the effects on the local landscape and on the quality of views. We will propose planting and improvements to the urban fabric in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity.

Ecology and nature conservation

We will consider effects on ecologically important sites at the local, regional, national and international level as required by the relevant regulations. We will also consider various species including bats, as well as wintering and breeding birds. We are currently updating our ecological surveys.

Geology and soils

We will consider the disturbance of groundwater and the disturbance of any contaminated land.

Materials

This includes the use of resources and the generation and management of waste.

Noise and vibration

The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and the construction methodology will be used to assess the noise and vibration impacts of the project during both construction and operation.

Effects on all travellers

We will consider safety, journey time, congestion and accessibility for everyone along the route.

Community and private assets

We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses and potential development.

Road drainage and the water environment

We will assess the effects on surface water, ground water and flood risk during both construction and operation of the project.

What happens next?

Following this consultation we will consider your responses as we develop the proposals further. We will then submit our application for a development consent order to construct the project and include a consultation report which will provide a summary of responses and a description of how these have influenced the application.

If development consent is granted, we estimate that subject to government funding approval works could commence between 2015 and 2017.

Hull Civic Society's response

A letter was sent to the Highways Agency by email on 2nd August. Although it bears the Vice Chairman's name, the letter was really a joint effort with considerable input from other members of the Civic Society committee!

Dear Sir or Madam,

I have attached Hull Civic Society's official response to the A63 Castle Street Consultation. We hope that our views will be taken into account together with other respondents. We appreciate very much the opportunity we have had so far to discuss the Castle Street scheme with representatives of the Highways Agency and the consulting engineers and hope that further dialogue will be possible regarding detailed design of pedestrian bridges and other matters raised in our response.

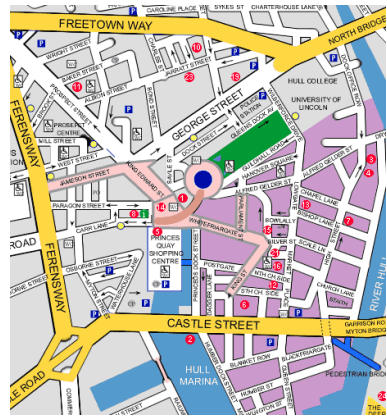
Yours Faithfully,

John Scotney, Vice Chairman, Hull Civic Society

Introduction

The medieval street plan of Hull's historic core has survived, thanks to the construction of a ring of docks along the line of its town walls. Now known as the Old Town, this core, together with the waterfront and the Marina, is an important feature of the city's historic character, and a popular attraction for visitors and local residents. This attraction has been

enhanced in recent years by the small-scale “organic” regeneration through locally-led cultural and commercial activities in the Fruit Market area around Humber Street. It has been complemented by modern commercial and residential development on the western side of the Marina and The Deep, a nationally acclaimed sea-life aquarium, on the eastern bank of the River Hull. The recent proposal to site a cruise ship terminal on the waterfront close to the Old Town reflects the tourist potential of Hull’s historic core.



Speed’s map of Hull 1610 and the Old Town on a modern map of Hull.

Castle Street

Three of Hull’s commercial docks and many of its industries lie to the east of the city, mainly along Hedon Road, whereas the port’s hinterland and markets for Hull’s industries lie to the west. For many years, east-west traffic had to pass through the city’s main shopping streets. Construction of a four-lane dual carriageway road from the A63 to Hedon Road removed this traffic from the shopping district but crosses the historic Old Town, separating the Marina, the Fruit Market district and the waterfront from the rest of the city.

The road, which is part of European route E20, is very important to Hull’s port and industrial economy and carries a daily volume of 54,000 vehicles, many of them large HGVs. Within the Old Town, the conflict between the east-west flow of vehicles and the north-south flow of pedestrians is currently solved by traffic light controlled pedestrian crossings from

Market Place to Queen Street, Princes Dock Street to the Marina and Princes Dock to the Holiday Inn hotel. For road traffic they cause frequent delays and stop-start movement, resulting in additional pollution.

'The road also carries approximately one million people each year on their way to and from the ferry terminals at King George Dock and, therefore, represents to many, their first and last look at our city and the impression it makes on them.'



The pedestrian crossing from Prince's Dock Street to the Marina
(Photos: JD Scotney)

The Highways Agency's A63 Castle Street Scheme

The four objectives of the scheme are described as

- To reduce traffic congestion
- To improve access to the port
- To improve safety for road users and the local community
- To reduce severance between the city centre and the leisure facilities south of Castle Street.

With respect to the objective of improving journey times, we feel that, from the almost daily press/media reports, the flow of traffic under the current arrangements, is not so much restricted by the capacity of the road when it is fully open, but by the considerable disruption when an accident or breakdown occurs. This often results in many hundreds of vehicles being brought to rest for significant periods of time with concomitant damage to economic performance and city reputation as a result. We are

not aware, on the basis of the current evidence we have seen, that the scheme will make a significant contribution to resolving this major issue.

Severance

In other respects, the scheme is well designed to achieve the first three objectives. However, from the point of view of the local community, the scheme worsens the severance between the city centre and the leisure facilities to the south of Castle Street. For pedestrians, the four present crossings provide the optimum combination of safety through traffic light protection and the convenience, of a ground-level crossing, easily accessible in all weathers to everyone, including people with mobility problems, wheelchair users, people with cycles and parents with small children in buggies. The congestion itself reduces traffic speeds to the benefit of pedestrians.

For the scheme to provide north-south pedestrian accessibility equal to or better than at present, the pedestrian bridges or subways need to be of the highest quality. They must be safe and easy to use in all weathers for everyone, including wheelchair users, elderly people, people with small children, buggies, shopping bags, dogs and cycles. For pedestrians, the most acceptable modification of the present scheme would be to lower the carriageway by one or two metres between the Marina and Princes Dock to enable construction of a gently graded pedestrian landbridge. Likewise, other crossings need to be user-friendly, safe and easily graded. If the chosen crossing from Market Place to Queen Street is by subway under Myton Bridge, the design must be made much more attractive, better lit and perceptively safer than the present facilities.

The difficulty presented by the additional cost of higher quality pedestrian bridges appears to be that the cost-benefit ratio applied to road schemes balances overall costs of the scheme with benefits to road users, such as

- improved journey times,
- reduced congestion
- reduced air pollution
- improved safety

However, the benefits to the city of providing attractive and pedestrian-friendly bridge or subway crossings, essential to reduce severance of this historic city, are difficult to quantify in terms which relate to the Department for Transport's remit. We therefore believe that the extra cost needs to be considered in relation to the government's aims of urban regeneration, rather than the narrower remit of the Department for Transport.

We recognise that, as yet, there are no publicly available design proposals for these crossings and, therefore we look forward to making a further contribution and set of comments, when these become available in due course. It is our ambition to see a design with long sweeping approaches of shallow gradient. We strongly believe that the design should be 'iconic' in the sense that, by its attractive appearance and the experience of walking across it, it will entice people to cross and add to their enjoyment of a visit to Hull or a walk round the Old Town, in a similar way to the Charles Bridge in Prague or, even, the escalator fed junction bridges on the Strip in Las Vegas.'

Tourism

In the economic equation of the project, it should be noted and taken into account that the concepts of developing tourism and exploiting the considerable heritage assets of the Old Town, are key strategic objectives of the City Plan (and its updated successor), which states:

13.24 The River Hull and the Humber Estuary are important features of the City that contribute to its unique character. Access to these water frontages is important both to local residents and as a tourist attraction.

Mytongate Junction

The design of Mytongate Junction is a very welcome improvement on the present junction. We are pleased that better provision has been made for pedestrians and cyclists than in previous schemes. We also welcome the retention of Castle Building and the Earl de Grey pub, with its fine ceramic-tiled facade. The proposed third bridge to the west of Mytongate Junction needs to be pedestrian-friendly.

Conclusion

We welcome the aspects of the scheme which would achieve the aims of reducing traffic congestion, improving access to the port and improving safety for road users and the local community. However, we believe that there needs to be further dialogue between Hull Civic Society, Hull City Council, the Highways Agency and other government departments concerned with urban generation to agree an acceptable design for grade-separated provision for north-south pedestrian movement west of Mytongate Junction, between Princes Dock Street and the Marina and between Market Place and Queen Street. This matter is essential to achieve the scheme's fourth objective of minimising severance of Hull's Marina, Fruit Market district and the waterfront from the rest of the city. The additional cost of crossing provision needs to be evaluated in the light of a wider, inter-departmental interpretation of costs and benefits.

We are most anxious to see that, when the scheme is completed, the people of Hull and the surrounding area will believe and proclaim, that it has achieved a considerable contribution to the economy and well being of the city as a whole, and helped to permit the development and regeneration of the Fruit Market area and waterfront and the Old Town in general, helping to build the national and international image of Hull as a good place to visit, do business and to invest in.

We regard the project as a 'once-in-a-generation' opportunity to advance the economy, life style and standing of the city.

Good Mark Award for McDonalds Restaurant, St Andrews Quay

(Presented 21st March 2013 at 10.30 at St. Andrews Quay)

Hull Civic Society has awarded one of its prestigious *Good Marks* to the McDonalds restaurant at St. Andrews Quay in Hull. *Good Marks* are awarded for a variety projects including new-build, renovations of old buildings and environmental improvements which are thought to improve the appearance and quality of life in Hull. Chairman of the society, John Netherwood, commented: 'For a considerable time, we have been aware of the consistently high standard achieved in maintaining the surroundings of this prominent restaurant. What is particularly striking is how the managers and their

landscape contractors go the 'extra mile', by regularly mowing the grass on the slip road embankment which runs up to the A63/Clive Sullivan way.

There is never any sign of litter and their maintenance staff have often been seen picking up litter on the surroundings of the adjacent roundabout, most of which will have been dropped by visitors to the shopping park.

We think this is a great example of how local businesses can contribute to the appearance of our city by looking after their own immediate surroundings'.

Franchisee of the McDonald's restaurants in the area, *George Michniewicz* said:

'The maintenance of our restaurant and the surrounding areas is of utmost importance to us, both for our customers and for the local community as a whole. At all McDonald's restaurants in Hull the teams patrol the streets at least three times a day and collect all litter that has been discarded, regardless of its origin. We hope that this will help inspire local people to take pride in their local environment and this prestigious award is fantastic recognition for the work my team do on a daily basis'.

John Netherwood.

Hull Heritage Trails

As I've commented many times before - to anyone prepared to listen, Kingston upon Hull really does have a fantastic asset in the Old Town that both marks the start and the heart of our modern city. The Old Town in Hull is one of the very few places in this country where the medieval street plan has lain largely undisturbed over the years and was also largely undamaged through two world wars. The creation of the Town Docks along the line of the former moat ensured that the street plan was preserved. Over recent months, the Society has chaired a Hull Heritage Group of local historians and academics that is seeking ways to better explain the almost unique historical happenings that saw our city develop within the former town walls and then rapidly explode beyond, largely in the 18th century. It is hoped to enhance the appeal and understanding of the area through developing walking trails to help visitors and locals alike to appreciate the Old Town. The first, an overarching trail, is close to release and concentrates on the history of the people, buildings and streets along a circular route that largely follows a circuit within the Old Town

walls. Having test walked it, my best guess is that it will take around two hours to complete, provided of course that trail walkers don't stop at the many fine pubs to be found along the trail. There are also many fascinating facts that we have unearthed about places, people and buildings. In all, we hope to produce five trails, with the other four following close behind the first. They will concern themselves with Plague and Pestilence, Royalty, Religion and Rebellion, Trade and Commerce and Ships and Shipbuilding. Hull really is a fantastic and fascinating place and our ambition is to share that with a wider audience. As a Society, we of course support the bid to become the City of Culture 2017 and hopefully the trails will become one small cog in the wheel.

Colin McNicol.

Planning and Buildings

Old Town

The long-awaited footbridge from Scale Lane Staith across the River Hull opened on 17th June. It will provide a useful route into the heart of the Old Town, not only for guests at the Premier Inn, but also for users of the proposed car park on the left bank of the River Hull.

Wykeland submitted a rather exciting application in week commencing (w/c) 8th July for the land surrounding Central Dry Dock and bounded by Queen St and the

eastern part of Humber St. The Society wrote in support of the overall scheme for 2-, 3- and 4-storey office buildings around a pedestrian square, with a terraced seating in the dry dock for public performances and general use. There would be a reed bed in the bottom of the dry dock. The scheme involves demolition of the Ruscador pub and other buildings on the site. Most of them are of no particular interest, except for the former stable block of the long-vanished South End Brewery on Queen's Alley. The 18th century stables are on the Local List. Part of the attraction of the Old Town is the survival of former industrial buildings and we and English Heritage have asked for the scheme to be revised to incorporate the stable block.



18th century stables, Queen's Alley (Photo: JDS)

An application for internal alterations to the listed Minerva Hotel, which overlooks Minerva Pier, was submitted in w/c 29th July.

Listed building approval was given in w/c 19th Aug for the present temporary access ramps at the Guildhall entrance to be replaced with a permanent one at each side of the steps.

City Centre

At the time of writing, demolition was almost completed at Municipal Buildings, the former Registry Office on the north side of George St, near North Bridge. The building was originally constructed for Maw Till & Kirke's department store, which moved to that site to take advantage of the passing trade over the new North Bridge (1931). Its two turrets were surmounted by two copper onion domes until about 40 years ago. Their original premises, at the corner of Wincolmlee and Charlotte St, on the road to the old North Bridge (part of the site of the present Hull College Horncastle building) survived until the 1970s.



Municipal Buildings, George St
Photo: JD Scotney)

By the time you read this, Trinity House School will have moved into its new premises in the former Nautical College which later housed the University of Lincoln. The building has undergone extensive re-cladding and other alterations and a sports hall has been built on the site of the former public car park.

The application to convert the 1st floor YPI concert & dance hall at 83 George St (listed), into 10 flats was refused in w/c 1st July on the grounds that: (1) *...the subdivision of the former dance hall into an excessive number of units of accommodation, would have an adverse effect on the Listed Building contrary to policies BE1, BE26 and BE27 of the Local Plan.* (2) *The proposal fails to provide suitable access for persons with a mobility impairment to gain access to the building, contrary to policy BE10 of the Local Plan.*

At 62-72 George St, there was an application in w/c 5th August to convert all the ground floor retail units into apartments. No.66 is listed and subject to a separate application.

Alterations to the Baker St side of the listed Central Library seem to have gone ahead without submitting an application; the retrospective application to retain a mezzanine floor which intrudes into the ceiling of the former Children's Library was refused in w/c 1st July on the grounds that *"... interrupts the spacious proportions of the room and hides architectural features, and has an adverse impact on the special architectural and historic interest of the Listed Building, contrary to Policy BE27 of the Local Plan."*

By early June, the last of the single-storey "temporary" shops on the east side of Ferensway had been demolished. Having been erected after the Blitz of 1941, their 70-year existence exceeded that of many later "permanent" buildings!

An application was submitted in w/c 8th August to convert Ferensway Chambers (79 Ferensway) on floors 1 to 4 of the neo-Georgian block just north of Brook St from offices to 14 apartments.

In w/c 5th August, an application to modify the glazing, insulation and access to the platform waiting room at Paragon Station was refused on the grounds that *"The proposed alterations/improvements to the waiting room would prolong the presence of an building which is out of keeping with the architectural and historic interest of the railway station, to the continued detriment of the Grade II* listed building, and contrary to policy BE27 of the Local Plan and guidance in the National Planning Policy Framework."*

Personally, I have always thought how well it fitted in!

Permission was granted in w/c 3rd June for the Portland Hotel in Paragon St to be converted into 126-bedroom student accommodation.

A hotel scheme for the site of the former "Heaven & Hell Club" at the corner of Anne St and Osborn St (originally the Central Synagogue) was approved some time ago. In w/c 22nd July, approval was given for a reduction from 8 to 7 storeys and increase from 132 to 135 bedrooms.

East

In June, the site of Princess Royal Hospital, Saltshouse Rd, was being cleared for housing.

Kingswood continues to expand, with permission being granted (w/c 30th April) for a 2-storey primary school in School Lane and for public realm works there to create a village green, parking and bus stops (w/c 3rd June). This developing part of Hull, in which hundreds of new houses have been built recently or are under construction, lies to the north of the Kingswood district shopping centre.

Approval was given in w/c 13th May for a new bandstand in East Park to the south-west of the pavilion.

At Holderness House, permission was granted in w/c 17th June for conversion of the outbuildings into 7 flats and erection of 6 more dwellings. This grand mansion in wooded grounds on Holderness Rd has been a home for elderly ladies since 1930 under the terms Mr Ferens' will. He bought it from the Jalland family, who moved away when their larger estate was bought by Reckitt's to create Garden Village.

Rebuilding of Preston Rd estate took another step forward with a revised application (w/c 8th July) to build 75 houses and 18 flats on land at Ganstead, Exeter, Rimswell and Wyton Groves.

Prior approval for the means of demolition of the St Mark St gasholder (near Reckitt's factory) was granted in w/c 12th August, signifying the imminent disappearance of a landmark familiar to people travelling along Stoneferry Rd.

The success of adding external wall insulation and a new brick & render outer skin to houses in streets off the Boulevard has prompted a similar scheme, approved in w/c 5th August, for the houses on and terraces off Holland St (dating from about 1900), which runs from Holderness Rd to New Bridge Rd.

In w/c 8th July, there was an application to add new house frontages to 52-54 Holderness Rd (corner of Williamson St) and change them into dwellings.

Nearby at 2-6 Holderness Rd (where it joins Clarence St) there was a welcome application in w/c 5th August to restore the turret and lattice-work dome of the offices, originally built for the East Hull Gas and Lighting company. A plan to change the King's Arms pub, next to North Bridge (142 Witham), into an office with a single storey side extension and roof terrace for staff was approved in w/c 29th July.

A hotel was approved a while ago for the site of the old Scandinavian Seamen's Mission at 1 Hedon Rd and 8-16 Church St. Since then, the 1930s building has just been surrounded by a hoarding. In w/c 8th July, a new application was submitted for 12 "cluster flats" on the site to provide student accommodation totalling 119 bedrooms.

An application was submitted in w/c 29th July to add a balcony to the eastern façade at Level 2 of the Deep, with a window to provide natural light and ventilation to a new penguin exhibition.

West

Permission was granted in w/c 5th August to extend the time limit for the previously approved mixed use development at Humber Quays, on the south side of Wellington St West. If or when built, this would comprise offices, hotel, retail, restaurant or leisure unit, 32 apartments and parking.

In the St Andrew's Dock Conservation Area, approval was given in w/c 10th June for demolition of the most derelict buildings: J Marr's office, the Albert Club, River Chambers and the bank on the north side of the dock.



St Andrew's Dock Conservation Area
Left: to be demolished.
Below: to be retained - hydraulic power station (left) and Lord Line Building, flanked by the bank to the left and the Marr building to the right. (Photo: JD Scotney)



Only the Lord Line building and the hydraulic power station are to be retained in the new development approved at the same time: six 5- and 6-storey buildings for student accommodation (1231 bedrooms) plus gym, shop and café. The dock would be restored as a water feature.

Nearby, at Mr Chu's Chinese Restaurant, at the eastern edge of St Andrew's Quay, permission was given in w/c 24th June for a house in connection with the restaurant.

Approval was granted in w/c 29th July to build a 3-storey office block ("The Beacon") on the east side of Brighton St, near Hessle Rd Asda.

Further towards town, the disused Jehovah's Witness Kingdom Hall at 247 Hessle Rd, is set back from the building line, a little to the east of Boulevard. Permission was granted in w/c 10th June for it to be converted into 8 flats, with a new 3-storey block on the street frontage.

Visitors to Hull Royal Infirmary can hardly have failed to notice the re-building work. Permission was granted in w/c 12th August for a single storey extension to the east side of the main block and a part single, part 2-storey extension to the north side. Approval was given in w/c 13th May for the former Nat West bank at 398 Anlaby Rd to become a cafe, therapy suite, offices and three flats, with a 2-storey rear extension.

House building is in progress on four main sites in west Hull: Hawthorn Ave and its side streets, where another 491 houses were approved in w/c 20th May, the Riley College site (beginning at the Spring Bank West end, next to the overhead railway bridge), the site of Boothferry Park and a development called “The Sidings” on the west side of Calvert Lane, recently Jewson’s timber yard, but originally Calvert Lane railway coal depot.

Approval was given in w/c 17th June to install 10 floodlights at the listed Springhead Pumping Station

North

Sanctuary Housing submitted an application in w/c 1st July for prior approval of the means of demolition for the former Kubex office block at 126-136 Francis St. This building, familiar to people using Freetown Way, was originally the offices of Moors and



126-136 Francis St (Photo JD Scotney)

Robson’s Crown Brewery, symbolised by a terracotta crown on the roof. Although the building is on the Local List, it is not in a conservation area and therefore we were not able to object to the demolition itself. Our request for the building to be fully recorded before demolition was, however, made a condition of approval in w/c 29th July.

In w/c 12th August, an application was submitted for an industrial building on Lockwood St, next to the drain bridge, just to the north of Hull College Cannon St building, for use as a “social enterprise facility”, with a partly 2, partly 3-storey building for residential accommodation with shared facilities.

Reid Park Properties applied in w/c 8th July, to build a single storey extension at the rear of the Swan Inn (148 Beverley Rd), an external

staircase, roof terrace and to extend the car park. We objected on the grounds that the car park extension would impinge upon the surviving remains of the listed National Picture Theatre.

Approval was granted in w/c 15th July at 109-111 Beverley Rd (Hardaker's) for a 3-storey rear extension, enclosure of the front forecourt with railings and return to residential use as 14 self contained flats.

There have been three applications regarding residences in Pearson Park. 20 Pearson Ave was part of Pearson Park Hotel, but change of use back to a single dwelling was approved in w/c 19th August. At 17-19



17-19 Pearson Park (Photo JD Scotney)

Pearson Park (the fine pair of houses at the corner of Park Rd, opposite the police station) change of use from office to single dwelling was approved in w/c 29th July, whereas conversion of no.49 (on the north side) from single dwelling to five self-contained flats, with a 2-storey rear extension and four parking spaces in the front garden was submitted in w/c 12th August.

Also in Pearson Park, permission was granted in w/c 19th August for a two-storey side extension to the mosque at no. 20, next to the police station.

At 117 Princes Ave, applications to retain UPVC windows and continue use as a “house in multiple occupation” were refused in w/c 5th August. Permission was granted in w/c 17th June for the Yorkshire Bank at 38-42 Princes Ave (corner of Duesberry St) to become a restaurant and bar.

A little further, south permission to convert 10-12 Princes Ave, an attractive pair of early 19th century houses, into a restaurant and cafe bar (granted w/c 13th May) was followed in w/c 10th June by an application for change of use to taxi control office.

Last year, the Society objected very strongly to an application to build a single storey apartment block in the garden to the rear of 3-5 Salisbury St, one of the listed – and rare – examples of the work of George Gilbert Scott junior. We have objected equally strongly to two new applications for 2-storey blocks of 4 apartments (alternative designs) submitted in w/c 29th July. The scheme would not only affect the setting of a two listed

buildings, but also be out of character for this conservation area, where rear gardens have remained largely intact as open space.

Perth Street Methodist Church, on the corner of Perth St and Chanterlands Ave, was built in 1931 and closed in April 2009. An application was submitted in w/c 15th July this year to convert it into 8 flats, with extensions and creation of a 1st floor. Whilst we had no objection to the scheme, we wrote requesting protection and visible retention of a stone plaque on the back wall of the main body of the church. This plaque bears the inscription “Primitive Methodist Chapel 1819” and came from West Street Chapel, one of Hull’s earliest chapels of the Primitive Methodist movement. The chapel at Perth St, whose official name was “West Street Memorial Primitive Methodist Chapel” is believed to be the last Primitive Methodist chapel built in Britain before the Primitives, Wesleyans and other branches of British Methodism re-united in 1932 to form the present Methodist Church.



Perth St Methodist Church and the historic plaque from West St Primitive Methodist Chapel (Photos: JD Scotney)

At Hymer’s College, the proposed new vehicle and pedestrian entrance off Sunny Bank, opposite Brandesburton St, was refused in w/c 1st July, because it would result in loss of and damage to a number of trees, to the detriment of the conservation area.

After extensive refurbishment and extension work, Newland School for Girls pupils are due to return this September from the former Sir Henry Cooper School on Orchard Park. Frederick Holmes Special School, Inglemire Lane and St Mary’s, Cranbrook Ave, this year has seen extensive rebuilding work, with new premises due to be in use this September.

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