

HULL CIVIC SOCIETY NEWSLETTER

February 2012



Green Port Hull

(Artist's impression by kind permission of Associated British Ports)

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Visit our website at: www.hullcivicsociety.org

Judith Waites

We are sad to announce the death of one of our past Chairmen, Judith Waites who died on 4th November, 2011. Judith will always be associated with Maister House, High Street where she worked as a Secretary at Gelder & Kitchen, Chartered Architects, for many years. In addition, on Open House weekends in the summer, she could be found greeting visitors and entertaining them with details of the history of the building. Judy was associated with a number of organisations, including The Samaritans and Mission to Seamen and had a wide circle of friends.

When she retired several years ago, she studied for a degree in Floristry and this became her passion in later years, the love of flowers.



Judy awarding a Good Mark for “The elegant conversion of 154 Princes Avenue” in May 1992. (Copyright Hull Daily Mail Publications Ltd, Reproduced by kind permission of Mail News and Media)

Public Meetings 2011-2012 Programme

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

12th March – Annual General Meeting at 7.00 pm followed by:
“St Stephen’s Before and After” – *Tony Steadman*.

16th April 7.30 pm at the Carnegie Heritage Centre, Anlaby Road –
“The Hull Battalions” – *Charles Dinsdale, Military Historian*.

This former library is next to West Park main entrance. Parking is just behind the Carnegie, reached via the Walton St entrance to West Park.

- Please note that this meeting is on Monday 16th April (not 14th April) as shown in the September Newsletter)

Spring & Summer Visits 2012

To give us an idea of numbers, please book in advance with the editor, John Scotney tel. 492822 - you can leave a message if necessary - or email john.scotney@talk21.com

Mon 21st May, 6.30 p.m. – Boulevard Regeneration Area Walk, led by Hilary Byers. *Meet at Boulevard Village Hall (near Boulevard fountain).*

Mon 11th June, 6.30 p.m. – Archbishop Sentamu Academy & Freedom Centre, Preston Road. *Meet at the Freedom Centre.*

Mon 2nd July, 7 p.m. – Walk: “Hull’s Industrial Heritage, Part 2: Wincolmllee and the Groves”, led by Colin Cooper. *Meet at Blaydes House, High Street.*

Thur 6th to Sun 9th September - Heritage Open Days

Visit to Hornsea Museum - the date of this and any other visits will be announced in the May Newsletter.

Public Meetings 2012-2013

Mon. 15th Oct – “Discovering Yorkshire Architecture” – *Ronni Hewer*.
A celebration of the architectural delights of Yorkshire’s less well-known buildings. Other public meetings are scheduled for 12th Nov & 10th Dec 2012, 14th Jan, 11th Feb, 11th Mar and 15th April 2013.

York Civic Trust: “Views of York” Exhibition, at Fairfax House, York

We have just received a letter from Helen Hale of York Civic Trust about an opportunity to organize a group visit to this exhibition, with a guided tour by the curator. The text of the letter reads:

"Views of York" is a major exhibition being held at Fairfax House in York from 1st April 2012 to 31st August 2012. On view will be over 100 paintings, watercolours and photographs focusing primarily on the setting of York, the rivers, its medieval streets, the famous walls, plus panoramic views of York, all of which have inspired artists over the last four centuries. Atmospheric studies by the like of Turner, Girtin, Marlow and H B Carter are displayed alongside more recent modern paintings by York artists. John Langton and Jake Attree, plus a dramatic watercolour of the Minster by M H Bradley, painted on V.E -Day 1945 with the nearby anti aircraft searchlights trained onto the West Front. Private loans for this exhibition will be supplemented by loans from public institutions, including the British Museum, the British Library and York Art Gallery.

There is an opportunity for societies and associations to book a special private curator's tour during the exhibition period. The tours will take place evenings between 5pm and 9pm and will last around 2hours; an afternoon tour can be arranged Mondays after 3pm. Up to 40 people can attend with a minimum of 10.

The modest cost of £10 per head, which includes a glass of wine, will raise funds towards projects aimed at improving public realm in the city.

The Trust is printing an illustrated 264 page catalogue with over 250 images to support the exhibition. Many of them have not been published before and so it promises to be a unique publication.

We can provide you with flyers that give the details for circulation to your membership, let me know how many you will require at [Helenhale47\(5\)aol.com](mailto:Helenhale47(5)aol.com) and we will send them to you.

There was no time before going to press to arrange a group visit, but if you are interested in joining such a group, we would be grateful if you could write to, telephone or email the editor, John Scotney, stating:

- *your preferred day and*
- *whether you need transport or have spare seats in your car*
- *a telephone contact number*

If there is sufficient interest, we will try to arrange a date that suits as many people as possible.

Editor.

An apology

Our article “Note re Regeneration” in the September Newsletter was wrongly attributed to our Chairman, John Netherwood. It was actually written by Professor Howell Lloyd, Emeritus Professor of History at Hull University.

Editor

Heritage Open Days 2011 and 2012

Hull Civic Society has been running Open Days for several decades, but for the last five years, we have run it in Hull as part of English Heritage’s national Heritage Open Days on the second weekend of September. Hull’s Heritage Open Days is now one of the largest such events in the north of England and in 2011 we had 25 public buildings and churches open, including five new venues. Over the four days, there were nearly 5,000 visitors with more visitors than ever coming from outside Hull and East Yorkshire.

There were 21 different outdoor and indoor guided tours, attended by over 700 people and 8 talks at Hull History Centre, attended by 300 people. The University of Hull also hosted 13 talks, tours and openings, showcasing both the University’s heritage and its more modern developments, attracting over 300 people. This year, for the first time, six long-established local firms opened their doors to nearly 300 visitors, providing 12 tours and talks on their premises.

In addition, on Saturday, there were family-orientated Heritage Fun Day events in Holy Trinity Church and Trinity Square, estimated to have drawn in nearly 600 people. Other events included the Hull FC Memorabilia Day, which attracted about 1,500 people, a Quiz Night and the Launch Event (on the Wednesday).

The whole series of events could not have been achieved without the willing co-operation of businesses, volunteers, churches, Hull University, Hull Heritage Centre and other organisations, Hull City Council and English Heritage. The necessary financial assistance came from English Heritage, Hull City Council, Hull Bid, KC, Princes Quay, Crown Paints, Associated British Ports, Fenner and William Jackson Food Group.

The planning and negotiations have already started for HODs 2012 and the aim is to build on the success of 2011. We hope to offer a similar programme to last year with at least four additional buildings open, visits to local firms, university tours, city walks, talks and the Heritage Fun Day.

Heritage Open Days is more than just an enjoyable weekend for people of all ages, though it is certainly that! Hull has much more to offer than many people (both within and beyond its boundaries) realise and we believe that Heritage Open Days is one of the best ways of showing off the city's commercial potential, flourishing university and cultural scene, as well as its variety of fine buildings and historic heritage. Perhaps most important of all, it brings people of all sorts into contact with one another to celebrate our city's past, present and future.

Volunteers are always needed to:

- welcome visitors into buildings
- help out at talks and Heritage Fun Day events
- give talks or lead guided tours
- provide a distribution point for posters and brochures

If you could help in any of these ways, please contact Phil Haskins (tel. 01482 646683 or email him at p.haskins@pfhproductions.co.uk .

We would particularly like to thank Phil Haskins, who co-ordinated all the elements. As well as being a co-opted member of the Society's committee, his professional work is in the field of heritage and tourism events and publicity. The above article is a summary of Phil's report on HODs 2011 and notes on aims for 2012 - Editor.

FRÛIT – picked in October for a Hull Civic Society Good Mark.

The name is the logo and is designed to allude to the venue's previous function. Simple as that may seem to the uninitiated, one cannot begin to imagine from the location and the premises' origins what this venue has to offer and how significant it has become. It is of its time and timely in its inception.

Fruit space/Hull is Hull's newest, most exciting Entertainment and Arts Space, situated in the Marina and Fruit Market area of the city. The warehouse venue hosts a variety of cutting edge cultural activities from

theatre, live music and cinema to fashion, comedy, and art and photography exhibitions. This multi-functional space also features indoor markets and food fayres as well as activities for young people. FRÜIT teams up with local organisations to support very talented Hull youngsters involved in an array of creative events, including live music, theatre, arts and crafts.

FRÜIT will be the new home for the award-winning professional theatre company ENSEMBLE 52 directed by Andy Pearson. In similar vein, SCRATCH THEATRE showcases new pieces of theatre that are allowed to evolve in front of the audience. Then, having been party to the creative process, audiences are invited to provide feedback to the theatre-makers.



FRÜIT, Humber Street
(Photo JD Scotney)

For Music fans and lovers of the club scene, there are bands which represent the off-beat tangent of eccentric British Pop but are none the less popular, as in the case of Leeds-based band POP ALT J.

HUMBER MUD (a group concerned with Media, Usability and Design) have chosen FRÜIT to host their monthly events, meetings, debates, discussions and lectures.

“GLIMMER” 2011, Hull’s 9TH

International Short Film Festival, will screen BAFTA nominees’ films in both the Live Action and Animation categories for our viewing pleasure. The Cult Cinema Sunday showings feature original challenging and just plain cool from the world of film, presenting cinematic treats from the vault of film history on a regular basis. The ones you loved, the ones you know and you should have seen and the ones you can view over and over again. Watch the clips on the website to whet your appetite for Rushmore (Bill Murray), The Human Centipede (Sunday 16 October) or CLERKS (Sunday 15th January).

All this and Live Comedy too! Ten Foot City’s Comedian of the Year takes place in November. Brendan Burns, the self proclaimed ‘thinking man’s idiot’ and one of the biggest names in comedy, Sean Hughes, will all grace the podium. Laugh loud and often as you hear the “tale of the year” in this perfect comedy ambiance.

Sunday Markets in Humber Street attract the most popular independent traders in the region with visitors able to browse over art, antiques, vintage clothes and records and various book stalls. Food and flowers are, as expected, Fairtrade and eco friendly. This event, promoted by FRÛIT, Eleven and Museum of Club Culture, is more than just a place to shop – Humber Street market is a vibrant place to eat, drink and enjoy Sundays.

FRÛIT is central to the organic regeneration of the Fruit Market area. It is operated by the highly successful Mayes family team who are behind Hull's leading club and music venue, The Welly. Here it is not just a wide and eclectic range of music but the whole spectrum of the performing and visual arts. The word is spreading fast and the venture has secured a certain cache amongst those keen to engage with contemporary culture and appreciative of something good at a fair price.

This is an outstanding example of real-life creativity, ambition, imagination and positive values. In every respect it is most deserving of an astonishingly GOOD MARK AWARD.

Malcolm Sharman

Good Mark for Old Town Trader A Superb Exhibition and an Excellent Accompanying Book.

Possibly most people in Hull know that it was the birth place of William Wilberforce and Amy Johnson. Depending on musical taste, a few more may also know of David Whitfield, or the Beautiful South. And those with sporting interest will know of Dean Windass, Nick Barmby or Clive Sullivan, and Johnny Whiteley, depending on what shape of ball interests you.

But how many people know that the city was the birthplace of a former Prime Minister of New Zealand, a hero of the Battle of Waterloo, a Clergyman who wrote over 300 hymn tunes or the Scientist behind developing 'liquid crystal displays' on almost all clocks, watches, CD players etc which we today take for granted. Or the name of the local engineer who developed the world's first small excavator and commercial oil engine.

Because he has done much to place on record the achievements of the above and many others The Hull Civic Society has given its latest Good Mark to Mr. Steve Mathie, the proprietor of 'Spin It Records & Memorabilia' a music and memorabilia retailer in Hulls Market Hall for his book and In-store exhibition entitled 'The Famous Side of Hull'.

Using Hull's rich tapestry of history and links all over the world he has single handedly in two years created a fascinating exhibition of virtually all of the 'Good and the Great' to come from or make their name in the City of Hull as a display for his Market stall. He has assembled what can best be described as a 'Local Hall of Fame,' in the form of a permanent display of Captioned photographs and these have been published in an excellent book 'The Famous Side of Hull' (Riverhead Publishing of Hull) RRP £12.99. (Available directly from the author, or Browns Bookshop)

This excellent publication brings to life the vast array of pioneers, entertainers, explorers, musicians, writers, sportsmen etc., whose living in or contributing to the City has made Hull into the fascinating place that it is today.

As well as a superb Local History publication, Mr. Mathie has provided a fascinating addition to an important but somewhat forgotten area of the Old Town. His stall is well worth a visit when next in the area.

To quote the author, "People are History; without people we have no history; all we have is the past."

The Book and Display places all of these people on permanent record which has to be of benefit of the Old Town and our Fine city.

Furthermore Mr. Mathie is constantly researching and adding to the collection so, who knows? - there may be a follow-up, so watch this space.

Colin Cooper

City Council & Hull Civic Society Liaison Meeting

We would like to thank Hull City Council for once again giving the Civic Society the opportunity to discuss matters of shared concern with a team of council officers. The most recent of these Liaison Meetings was held on 13th December at Kingston House, Bond Street (appropriately, in the Pride of Hull Suite). The Society was represented by John Netherwood, Colin McNicol and John Scotney.

The following issues were discussed:

- The "What's Happening in Hull?" exhibition, which the Society is developing with the council's help, for display in various public venues.
- Whitefriargate & the Old Town – Colin McNicol presented a paper on the issues and options (see the article below).
- Landscaping on the A63 – update on the city council's meeting with the Transport Minister.

- Paving in bad condition near the Prospect St / Freetown Way Travelodge – we raised this concern and were pleased to learn that the matter is already in hand.
- Street Scene Teams – establishing channels of communication
- The bus-stop outside Hull Royal Infirmary – possible re-siting
- George Street multi-storey car park entrance – ways of improving its appearance.
- Osborne Street multi-storey car park stair wells – need for cleaning
- Hessle Road flyover – derelict land.
- Anlaby Road tree-planting scheme (for the Queen's Diamond Jubilee)
- Fruit Market area design brief.

As always, it was a very constructive meeting and we are grateful for this ongoing dialogue.

John Scotney

Crossings

I was pleased to be invited to the opening and launch of this community / partnership facility. The location is very distinctive being on the east bank of the River Hull, on the edge of what was loosely described as the Old Harbour. The building is about 10 minutes walk from the city centre and takes advantage of the views of the river; old dock yard workings; a lifting road bridge and a dramatic industrial skyline. In terms of drama and typical Hullness it is an excellent location. Rescued from the anonymity of a former engineering works on a busy but uncompromising street its location provides an inviting if somewhat small car parking lot. Once on the premises the main entrance is not clear. A ramped path leads along the south east side of the building to the Reception entrance under a glass canopy. This Reception creates a strong first impression with smart modern minimalist forms eminently functional and transparent. There is frequent use of the distinctive Crossings logo.

Spacious ease of access - well signed clarity with functional spaces linked by generous access routes lead to other floors (all colour coded). The main staircase is a "tour de force" with sculptural landings which provide a complex vertical core but then allow clear views both up and down and out onto the city and the real world. This staircase envelope is giddily raked and is nearly all glass linking the two main blocks in a lightweight and elegant way. Orientation is easy because of the overall

small scale and the clusters of accommodation and communal living spaces.

This building is designed to provide a safe haven for the Hull Homeless and Rootless who were formerly housed in poor quality hostels. There are 20 en suite rooms for night shelter, 10 en suites for secondary stay residents and a block of four clusters of four rooms with shared lounge areas. Training and recreational facilities, the IT suite, Treatment and Private Interview rooms are all necessary to help those with drug and alcohol problems to receive therapy and overcome antisocial tendencies.

This is clearly a special place and the high specification of materials and furnishings reflect the demands of its function. Highly trained staff, too, have their own secure domains within the building, enjoying office space and meeting rooms. This whole place is focussed on getting vulnerable people resettled and eventually into employment.

The materials and form of the building say "Industrial Waterfront" rather than "Shelter and Therapy". The architects have produced a high quality building which when viewed from the south at Drypool Bridge creates an architectural form which adds spectacle to the scene and somehow reflects the distinctive character of its riverside context. Its height is entirely appropriate and the scale and interval of the windows is like the existing wharfside buildings. As well as traditional brick, other materials are employed for the roof and some exterior cladding. There are ashlar surrounds to the ground floor windows but by way of contrast there is the raked glass box which contains the main staircase. The quality and forms seem reminiscent of a New England educational

campus with steeply pitched roofs and solar panels to illustrate its green credentials.

Low or zero carbon technology is integral and 70% of the heating is by air source heat pump. Passive ventilation keeps temperatures equable



Crossings (Photo: JD Scotney)

whilst energy use and performance are logged to ensure that the A-rating insulation and high efficiency appliances are proven to be effective. Awareness of green priorities such as recycling, energy saving and generally living lightly on the planet are fundamental to living in the building. An eco friendly green roof, thermal solar energy, and rain water harvesting make this complex a positive exemplar.

Its benefits to society have yet to be proved but Crossings is an asset to the city it serves, as a welcoming environment to bring about positive change in the lives of those who need help.

The most memorable areas for me are the café, which has a comfortable ambience for communal refreshment set against an inspiring backdrop of motivational text in relief. This comfortable space leads out on to a riverside patio surrounded by planting and grassed areas which help increase the ecological value of the site. A newly created pathway alongside the Union Dry Dock creates a useful link from the street to the river bank and provides a great vantage point from which to admire Crossings as one of Hull's most significant new buildings.

Malcolm Sharman.

Whitefriargate

As regular readers of the Newsletter and our website will know, we have been trying to address the problems concerning the decline of



Whitefriargate for the past three to four years. It is one of the city's oldest streets, formerly known as 'Aldgate' (which also included Silver Street and Scale Lane) and it now forms the 'Gateway to the Old Town' of Hull. It was re-named after the White Friars, the white-robed Carmelites, who arrived in Hull in the 14th century and had their friary on the south side of the street. Some claim that it is, arguably, Hull's

Whitefriargate, showing Peacock's (originally Smith's Bank), by Charles Mountain junior, 1829-30) and Boot's (originally the Neptune Inn by George Pycock, 1794-97) (Photo: J.D. Scotney).

most architecturally interesting street – with Georgian buildings, like the Neptune and Smith & Thompson’s Bank, the Victorian and Edwardian banks and 1930s gems such as Marks and Spencer and Burton’s etc.

In years gone by, the western end formed Beverley Gate, where, in 1642, King Charles I was refused entry to the town, thus sowing the seeds of the English Civil War. Further east, off Whitefriargate’s continuation, Silver Street, is Ye Olde White Hart, where it is often said that the political leaders of the town sat together and plotted their act of insurrection against

Charles I in the Plotting Room, upstairs. (*Please see historical note below – Editor*). Many of the buildings along the street were formerly used by the great merchants and traders of Hull, who operated from the Old Dock, the first enclosed dock. It abounds with the history of our great city.

The Civic Society hold regular liaison meetings with the Hull City Council to discuss matters affecting the city and at our last meeting the question of the future Whitefriargate was tabled. The paper below was circulated together with illustrations of St Christopher’s Place in London to show how a failing street can be re-vitalised. It is clear that the Council share our concerns and a very useful discussion took place, especially in the light of the report of ‘Mary Queen of Shops’, commissioned by the government having been issued earlier that morning.



HSBC (formerly Midland) Bank, by Lockwood & Mawson (1878-79) at the corner of Whitefriargate and Parliament Street. (Photo: JD Scotney)



Ye Olde White Hart, Silver Street, showing the first floor “Plotting Parlour”
(Photo: JD Scotnev)

Historical Note: Ye Olde White Hart

Many historians now believe that Ye Olde White Hart was not built until the 1660s and was the scene of a different historic meeting, on 3rd December 1688. Two officers had discovered that the Military Governor was planning to arrest all the Protestant officers in the garrison and declare Hull for King James II. Mary, James’s daughter, and her husband, William of Orange (King Billy), had already been invited by Parliament to replace James. Though William III actually landed in Devon, he was expected to land at Hull. Hull’s successful counter-plot resulted in James II’s local supporters being arrested and may have influenced James II’s decision to abdicate and flee to France. It saved Hull from another siege, England from another civil war and ensured that England’s “Glorious Revolution” of 1688 was a bloodless coup. Hull celebrated 3rd December as Town-Taking Day right into the 19th century.

Editor.

Whitefriargate - Gateway to the Old Town; Some Thoughts.

- Until comparatively recent times Whitefriargate was a bustling hub of commercial activity, filled with interesting shops, tea rooms and cafes and offices, housing solicitors, traders and accountants. The adjacent covered market and Saturday Market also thrived and helped to keep the area active. It also formed a main artery into the city centre, which was then considered to be Queen Victoria Square.
- In latter years it has since suffered a great decline and it now has many empty shop units. Whilst there are still several major retailers such as M&S, Boots, Thornton's, Clinton Cards etc. many of the remainder are mainly occupied by temporary tenants, charity shops, betting shops and 'pound shops'.
- The decline of Whitefriargate, particularly the eastern end, was due to many reasons - the advent of covered city centre shopping mall developments, particularly those with large 'one-stop' traders, with free on-site car parking on offer and changes in consumer shopping habits (e.g. the advent of on-line' shopping). Increased rents and business rates and the cost and availability of parking at the Eastern end are also factors. The traders along the street have not formed an Association to promote their overall interests, indeed many are 'out of town' businesses and so the street lacks both a 'voice' and a sense of common purpose.
- As a result Whitefriargate seems to have lost its focus, lost its character and some would say, seems destroyed beyond redemption, although it maintains a good 'footfall' as a thoroughfare.
- However we also think that a major contributing factor to the problem is one of public perception/image with the street being continually 'talked-down' in the media.
- In short it needs a 'makeover'
- A physical new look needs to be created to help build a new quality image and improve the experience of visitors. Whatever is done, be it a full roof or, perhaps, fixed canopies (e.g. Ilkley) evoking an earlier age, the quality of architectural design and construction

materials need to be of the highest order. Ideally such works should create a visitor attraction in their own right.

- An overall development plan is required to give the street a defined character and thus the means to brand it as a distinctive and quality district within the city. To ensure that quality and high standards are attained, it needs an Old Town Manager to oversee the development plan and to encourage further development. The remit could be extended to Trinity Square, Posterngate, the Covered Market, Holy Trinity, the Marina and Princes Quay. Stakeholders need to 'buy into' the plan and encourage relevant development by all means possible.
- The development plan should focus on promoting the types of local business that shopping malls don't do, e.g. cafes, 'grown-up' bars, restaurants, galleries, antique shops, tapas bars, after dark live music venues and perhaps even a boutique hotel.
- We think, if possible, that some sort of temporary subsidies/incentives should be provided to attract some key businesses, e.g. Starbucks, to open at the Eastern end.
- There is a need to improve the look of Low Gate/ Market Place, which is looking very run down, with a paving scheme which would visually integrate Whitefriargate with the Old Town - at the moment Lowgate seems more like the end of the road and a barrier to what lies beyond - what we need ideally, is an extension of the paving scheme of Silver Street which was done about two years ago with a grant from HLF.
- Beverley Gate could and should be developed as a tourist attraction, with a reconstruction of the gate and a ceremony of closing the gate each evening and an annual re-enactment of the start of the English Civil War, when King Charles I was refused entry into the town. Also, the association between Whitefriargate and the former Queens Dock should be developed and the role of the White Friars in medieval society explained. In that way the street could form a proper historical link between Queen Victoria Square and the Museums Quarter.

- To further encourage visitors to the area, a regular and inexpensive means of linking the Old Town Quarter with the main City Interchange needs to be provided to encourage both tourists and locals to the area.
- More and inexpensive car parking facilities need to be provided in the Old Town for the same reason.
- The whole area needs to be marketed in the same way as our other major shopping centres are.
- Above all it needs some strong political leadership by a politician who can knock heads together to give the project some direction, financial and non-financial resources and impetus.

The Council have set up a Task Group to consider how best Whitefriargate can be developed in the future and traders and others will be consulted to gain a view as to how to proceed in the long-term. It was agreed that members of the Society will be involved in the meetings and discussions to discover what opportunities there might be and to address the potential problems that may exist. We will of course keep our members posted of any significant future developments.

Colin McNicol

Mr Pulfrey and the Modern Bus

In 1952, most buses had a driver to drive and a conductor to collect the fares and we got on and off by an open platform at the back. Buses and trolleybuses had been like that for decades, but at the 1952 Commercial Motor Show, a new design was exhibited that has become the standard, with variations, since the early 1960s.

Mr. G. H. Pulfrey, the General Manager of Kingston upon Hull Corporation Transport, had designed a double-decker trolleybus with a layout of front entrance and central exit, both with automated folding doors, capable of being operated by a driver only, who would collect fares as passengers boarded. Other novel features included dual staircases (“up only” and “down only”, to improve circulation), a periscope for the driver to keep an eye on the upper deck and “trolley retrievers” – ropes attached to the two trolley poles, which was a much simpler way of detaching them

from the overhead wires than the 20 foot long bamboo pole with a hook on the end that conductors normally used. The body, 8 ft wide and 27 ft long, was built by C.H. Roe of Leeds and the chassis, designated MF2B, was built by Sunbeam, the trolleybus subsidiary of Guy Motors.

The first of these new trolleybuses, numbered 101, was delivered in 1953 and was immediately nicknamed

“Coronation”, for obvious reasons. It was tried out on each of the city’s six trolleybus routes and it and a further 15 (102-116) were eventually allocated to Cottingham Road Depot. They appeared fairly often on the Chanterlands

Avenue route (no. 61) and very occasionally on the Newland Avenue route (no. 62), but were always used on Hull’s last trolleybus route, Beverley Road (no. 63), which closed on 31st October, 1964.

Today, we are used to paying the driver as we get onto the bus, but union resistance to one-man operation in the 1950s prevented KHCT from implementing one-man operation, which would have



Above: A Coronation Class trolleybus on Beverley High Road in 1964. Below: Two modern dual-entrance buses in London. (Photo: JD Scotney)



compensated for the lower seating capacity (54, compared with 64 on conventional trolleybuses).

Although every one of the “Coronations” was scrapped when trolleybuses were replaced by motorbuses, many of their features live on in modern motorbus design. The front entrance with power-operated doors is now standard, but the central exit, once common in many fleets, including Hull, is now rarely seen outside London. There, it is the standard layout, but dual staircases were not adopted, as they take up too much room. The periscope is also still used on many double-decker buses for the driver to monitor the upper deck.

Next time you get onto a bus, through a front entrance, and pay or show your pass to the driver, spare a thought for Mr G.H. Pulfrey, Kingston upon Hull Corporation Transport’s visionary General Manager, who pioneered the layout of the modern bus sixty years ago!

John Scotney.

King George Dock Roundabout

After many meetings and a land exchange, this roundabout is looking very well, and all credit is due to the Highways Agency and the designers for what appears to be well set out colour and interest.

The work itself has been carried out to a high standard, and should now make a very good impression on visitors to Hull and East Yorkshire .

What is not satisfactory, is that weeding is being ignored, leading to plant losses. Underneath the shingle, is a permeable membrane, which is first placed around the plants. This is where the planting 'slits' are. After planting, the top growth is pushed through this small cut. These are the only areas where weeds can seed, and aggressive, fast growing sowthistle has taken hold, sapping and killing the new growth of establishing plants.

Given that each sowthistle has about four to six hundred seeds on each head, which are efficiently dispersed, it will not be long before more plants are choked.

Most horticultural clients are told that the area 'will look after itself', and 98% of mulched area does exactly this, but it is imperative that weeds arising from these slits be taken out, at the root, or painted with herbicide, in the first establishing years, not periodically, but regularly, until the plants are advanced sufficiently to cope with competition. Even then, further attention is needed.

This is not a long job.

Someone is under a misconception that no attention is needed in the first years, at all, and has taken the designer too literally. There is no time to argue about this.

If the Highways Agency and council consider this too expensive, then this must be privately sponsored; rather than simply turning one's nose up at this idea, they need to embrace it. Many councils do this, and in these times we cannot afford to ignore willing contributors, who welcome the chance to tastefully have their name upon it, not in neon signage.

I reiterate that, what was a handful of sowthistles is going to undo the patient work of many.

It is far more economical to act now, than to pay the hundreds of pounds this carelessness will eventually cost, along with the detriment of weeds to the overall design.

I am a member and planting consultant of the Hull Civic Society's Executive Committee, who have encouraged this project from start to finish.... And to what end?

Nick Garbutt

Gilchrist's Smoke House

Few fire-damaged industrial buildings can have had such efforts made to save them as Gilchrist's smoke house in Subway St, south of Hessle Rd. Smoke houses, used in Hull's fish-processing industry, were once characteristic of the skyline in the area between Hessle Road and St

Andrew's Dock. Many have disappeared during redevelopment, but Gilchrist's in Subway Street was listed in 1994 because it was one of the few to survive in anything like its working condition.

Unfortunately, it was gutted by fire in 2003, but was purchased in 2005 by A.E. Purdy Ltd, fish merchants, who wanted to restore it. They approached two local contractors and another recommended by English Heritage between 2005 and 2007, but all of them were reluctant to undertake restoration work on the smoke house owing to its condition. The Secretary of State granted Listed Building Consent to demolish it on 13th March 2007. This work was not carried out immediately and the building continued to deteriorate. In July 2011, Purdy's re-applied to demolish it.

The Council for British Archaeology (CBA), based in York, sought to enlist Hull Civic Society's support in opposing the new application to demolish.



Gilchrist's smoke house, 13.11.2011. Views from West Dock Avenue (left) and Subway Street (right). (Photo: JD Scotney).

Hull Civic Society is always very concerned about the loss of any historic building, especially a rare example of its type. However, after visiting the site it was clear to us that it would be very difficult, dangerous and costly to restore, even if funds were available. We wrote to Planning, stating that we felt unable to object to demolition, adding that any consent should be subject to the condition that, as far as safety allows, there should be further archaeological and photographic recording of the surviving parts of the

smoke house, especially photographs of the interior, which seemed to be lacking from the Humber Field Archaeology survey of 2007.

The Secretary of State granted permission on 25th January to demolish Gilchrist's smoke house, but, fortunately, it is not the last smoke house left in Hull. The former Cawood's (later Macrae's) smoke house in Essex Street, Gipsyville, is well looked after by Atlas Caravans, the present owner of the site and others survive, albeit without their distinctive cowls.

John Scotney.



Former Cawood's / Macrae's smoking house, Essex Street, 14.9.2011, now owned by Atlas Caravans. (Photo: JD Scotney).

Boulevard Restoration Review

I used to live in the Boulevard and must state immediately the positive effect this restoration has had on the area. By preserving the original sense of the development, it has enhanced the visual aspect of this part of an important conservation area which had become somewhat down at heel.



Restored houses in Boulevard (Photo JD Scotnev)

The Boulevard is a wide tree-lined street laid out in 1870. The street has plenty of large 19th Century terraced housing with good details and also a numerous high quality public buildings by leading local architects of the time.

Being a mile to the west of the city centre this area was intended for the wealthier leading figures of society, but in the last 100 years the social status of the area has declined and now large houses are made into flats and there has been much deterioration.

The properties in question are close to the main junction with a prime arterial route – Hessle Road. These houses were designed to impress and set the tone for the area when seen from this major suburban crossroads. The developers have achieved their aim of restoring these buildings as near as possible to their original state and, with the aid of a Townscape Heritage Initiative grant, recreated the exteriors to be the epitome of the Edwardian homes they were designed to be.

Five years ago these houses were used as warehouse space for a busy hardware business opening onto Hessle Road. Many of the original frontages and details were lost and the facades presented a dismally ramshackle state. Now the picture is so much improved. The owners and developers have, within a restrained budget, created additional rented accommodation in this area, which has improving popular appeal. They

deserve credit for achieving this with a reference to the architectural and historical qualities of the buildings.

Upon close examination, the detailing improves as ones eye moves to ground level. Chimneys and roofing materials are as before, but dormer and first floor windows have been replaced with double glazing while keeping in style. The four new bay windows with facsimile carved capitals and replica mouldings to both door and window surrounds are of convincing style and quality (replicated by local craftsmen). These important restorations are set off by replacement gutters and cast drainpipes. The windows are set on bevelled ashlar plinths, each house having a paved front yard, surrounded by a low, capped wall (which is surmounted by suitable railings) and a gate.

Paintwork applied to both timber and brickwork is well-considered and the subtle staining of replacement brick to make a match with existing brickwork is extremely well done.

To an expert conservator there may be shortcomings and criticisms, but to a lay assessor it seems that the owners, developers and residents of the 12 newly-created flats should feel highly delighted with their “new” rendition of the 1870s Boulevard style.

The scheme has impacted very positively upon the community and individuals and the council are responding to the lead shown by this regeneration. This scheme was awarded a Hull Civic Society Good Mark Award soon after its completion. Since then other restorations have been completed in the neighbourhood and the local community organisations have arranged guided walks and exhibitions to illustrate the environmental improvements being made.

Malcolm Sharman.

Note: our walk on 21st May is an ideal opportunity to see the regeneration in the Boulevard area (please see “Spring & Summer Visits, above).

Green Port Hull, Green City Hull

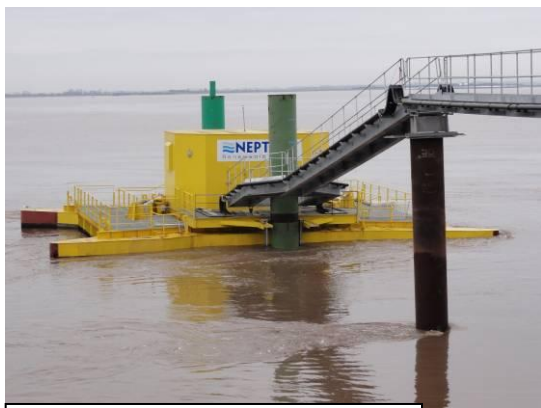
Adverts on East Yorkshire Motor Services’ new diesel-electric buses on the 57 Longhill to Hessle route proclaim “This red bus is now green”. 30% reductions in both emissions and fuel use are a major contribution to reducing greenhouse gases. While hybrid buses are becoming widespread, Hull’s contribution to the development of more environmentally-friendly

energy production seems likely to be much more wide-ranging, thanks to three interesting new projects.

The Spencer Group's "Energy Works", given planning permission on 17th October, is an environmentally friendly power station where waste will be converted into energy. There will also be an "energy academy" and in-vessel composting plant. The site in Cleveland St includes the former ADM cocoa plant site at the corner of Glasshouse Row, the council waste depot in Dalton St and a strip of land on the east bank of the River Hull. Spencer's also built the biomass energy plant at Drax.

In mid-December, six complementary applications were submitted for the Siemens wind-turbine factory and quay at Alexandra Dock. The "Green Port Hull" project involves filling in a section of the western end of the dock, constructing a new quay with roll-on-roll-off ramps out into the River Humber on the site of the old Hull & Barnsley River Quay, alterations to the listed dock walls, demolition of all buildings except the listed hydraulic engine house and tower and unlisted chimney, raising the land and constructing the actual factory. The present riverside path would be diverted round the northern side of the site, giving users a view over the whole development and dock. Cycling facilities would be improved and information panels would be provided.

Another new device for generating renewable energy, the 150 tonne



Neptune Proteus (Photo: JD Scotney)

Neptune Proteus 20 metre-long tidal vessel, which generates energy from the estuary's tidal movement, was installed in the River Humber near The Deep on 18th January. It is undergoing trials and, once these are completed, it will generate about 25% of the The Deep's electricity needs.

The Energy Works and the Neptune Proteus are models for

ways of reducing carbon emissions all over the world and the Siemens plant will, we hope be exporting wind turbines worldwide. All these developments are of more than local significance, but once again, Hull is leading the way!

John Scotney.

Planning & Buildings

Old Town

The most noticeable activity on High St is to be seen where the footbridge is being constructed at the end of Scale Lane Staith.

However, we may also see some activity at 52 High St (the range of buildings just south of the modern Oriel House), following permission granted in late October for

change of use to restaurant and bar and for external

alterations. 52 High St includes one of the oldest (possibly 17th century) riverside warehouses in the city and has been awaiting a new use for some time, so it is to be hoped that the scheme goes ahead before too long.

In the Fruit Market area, applications were approved in late November for a 5-storey building (7 flats) at 7-8 Wellington St and a part 3-, part 5-storey building (12 flats) at 66-68 Humber St. In both cases the uses on the ground floor would be A1 (shops), A3 (restaurant or café) or A4 (pub). Round the corner, in Humber Dock St, work is progressing well on the sympathetic restoration of Hesslegate Buildings (built 1884 and more recently known as The



52 High St (Photo: JD Scotney)



Hesslegate Buildings (Photo: JD Scotney)

Baltic Wharf), with a restaurant on the ground floor and flats above.

The interesting thing about the Fruit Market is the mixture of uses that is developing, with enterprises as diverse as Cat Zero marine training centre for young people, Oresome craft-jewellery workshops in the building at the

corner of Humber Dock St and Humber St, the Museum of Club Culture and the entertainment venue, Frūit on Humber St, which has been awarded a Civic Society Good Mark.

Lowgate is one of the city centre hot-spots of the weekend drinking circuit at present and the city council has, wisely, closed it to vehicles on weekend evenings for safety. In early November, permission was granted for part of the car park to the north of no 41 Lowgate (Jaz) to become an outdoor seating area for that pub with decking, an open-sided single-storey structure for a bar & servery. The hoardings which at present fill the gap between Jaz and Middleton Chambers would be replaced by a boundary wall with railings. Jaz was built in 1900 as the National Provincial Bank to the design of Brodrick, Lowther & Walker. In the 1995 York & East Riding Pevsner “Buildings of England”, it was referred to as the Khyber Restaurant.

A couple of hundred yards to the south, King William House in Market Place, opposite Holy Trinity, is to have a new entrance to the upper floors and new doors and other external alterations to the existing entrance, according to a decision in mid-December. The words “silk purse” and “sow’s ear” may spring to mind, but at least it houses working businesses,



Jaz bar, 41 Lowgate (right) (Photo: JD Scotney)

including a large branch of Argos a firm of solicitors and other businesses. It is good to see that the owners are investing in these alterations, for the Old Town needs a continuing base for its daytime economy.

City Centre

In early December, the rather striking Wilberforce Health Centre opened on Story St. The completion of the work has smartened up the appearance of Albion St Car Park and restored a good number of parking spaces.

Early November saw permission granted for the 1st, 2nd and 3rd floors of 41-65 George St to be converted into 3 apartments, with replacement front windows onto George St and demolition of a rear annexe to create bin

storage and parking spaces. On the south side of George St, mid-January brought an application to convert the ground floor and basement of numbers 82-88 from nightclub to restaurant or offices and the upper floors into two dwellings with alterations to the George St façade and some demolition at the rear. There was also an application to demolish 25-27 Dock St and build a 7-storey block for offices (1st floor), with 9 flats above and ground floor parking.

The application to erect a 4-storey block of 4 flats overlooking Freetown Way on Egginton St, next to the existing Theatre Mews flats, was refused in early December.

On 5th December, an application was submitted to build an 8-storey hotel at the corner of Osborne St and Anne St on the site of the now closed Heaven & Hell Club, formerly the Central Synagogue. A week later, came an application to convert Regency House, at the opposite side of Osborne St (corner of Myton St) into a police station, approved at the end of January. This is presumably to house a city centre police presence when the headquarters moves from Queen's Gardens Police Station to the new premises under construction in Clough Rd.

6-8 Paragon Square (which includes Duncan's gun shop) is the only single-storey building in a two storey range. Older readers may remember the Guinness Clock & advertisement hoarding which once filled the space above. In early January, an application was submitted to demolish the single storey building and erect a new one. Unlike the surrounding properties, the new one would have a first floor balcony running the full width of the façade and the first floor would be set back from the building line. Opinions differ as to whether this is the right design for this location.

Marina

Early November saw an application to permit up to 30 houseboats to be moored with the leisure craft in Railway Dock.

East

October saw permission granted for the Spencer Group's "Energy Works", Cleveland St. In mid-December, six complementary applications were submitted for the Siemens wind-turbine factory and quay at Alexandra Dock. We have written in support of the development, which would put Hull at the forefront of "green technology" as well as providing 700 jobs. Another new renewable source of energy, the Neptune Proteus

tidal power device, was launched into the Humber on 18th January. (See the article, “Green Port Hull, Green City Hull”, above, for more information about these developments)

In late November, approval was granted for Craven Park’s temporary stand to be moved from the north end to the south end of the stadium. Permission was granted in mid-December for the Reindeer pub on Southcoates Lane to be converted into 7 flats, with a few external alterations to the building.

West

The western side of Hawthorn Ave is being steadily rebuilt with new houses and construction work is also in full swing both south and north of Woodcock St, where an application was submitted in early November to replace the remaining houses on the western side of Westbourne St (all now unoccupied) with another 49 houses. Earth-moving is in progress on the site of the Tigers’ old ground, Boothferry Park, where 235 dwellings are to be built. There was an application in early December to vary the previously-approved mixture of house types.

It is some time since Tesco got approval for a new store on the site of the old Tradex store at the Anlaby Rd – Boothferry Rd roundabout. A revised application for a 2-storey Tesco store and 4 small retail units was necessitated by electricity cables on the site; it was approved just before Christmas.

An application was submitted in early December to build a new entrance lobby extending out from the main (south-facing) entrance of Hull Royal Infirmary.

In late January we received notification that the Secretary of State had approved demolition of the Grade 2 listed Gilchrist’s smoke house, 7 Subway St, off West Dock St.

North

Several building projects are well advanced. The large new residential care home at the corner of Park Rd and Margaret St (off Beverley Rd) is structurally complete and windows are being fitted, the new Police Headquarters on Clough Rd is has reached full height and shoppers at Tesco on Hall Rd will be familiar with the new Ferens Academy across the road, planned to open in September 2012 and replace Sir Henry Cooper High School.

On Cottingham Rd, the three new blocks of student flats on the Newland Homes site are roofed and their shape and detail fit in well with existing listed buildings. Newland Court housing development on the site of Hull Grammar School (previously Marist College) playing fields, now has 15 of the projected 45 houses occupied and more under construction.

CASE, the training centre on Charles St for people with learning difficulties, received permission at the end of October to alter the external appearance of this former furniture shop and build two- and single storey extensions.

Hull University received permission in early January to expand its Enterprise Centre by a further 29 units in a 3-storey extension and, in mid-February, to build a 4-storey laboratory and a 2- and 4-storey cyclotron building.



CASE, 60 Charles St. (Photo: JD Scotney)

The application to build four blocks for 87 student flats at the front of the YPI sports ground on Chanterlands Ave was hotly contended, both by residents and Hull Civic Society, so refusal of planning permission was welcome news in early December.

An application was submitted in early January for a new 3-storey school building, 2-storey sports hall and some associated demolition work at St Mary's College.

John Scotney

May Newsletter

Please submit items for the May Newsletter by 2nd April to the Editor, John Scotney at: 126 Cottingham Road, Hull, HU6 7RZ or (preferably) e-mailed to john.scotney@talk21.com. All contributions are welcome, though sometimes it may be necessary to hold items over to a subsequent Newsletter for lack of space.

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Editor john.scotney@talk21.com

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