

**PROPOSED
DEVELOPMENT AT
CASTLE BUILDINGS,
CASTLE STREET, HULL**

HERITAGE STATEMENT

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I.00 INTRODUCTION

- I.01 Woodhall Planning and Conservation has been commissioned by Castle Buildings LLP to prepare a Heritage Statement in connection with the proposed re-development of Grade II listed Castle Buildings and the Earl De Grey Public House, Castle Street, Hull and the erection of a new hotel building and associated external works.
- I.02 Castle Buildings was originally listed in 1994 as “Castle Street Chambers” and at this time it also included Nos. 13 & 14 Castle Street. In July 2017, the two listed buildings on the Site (including Nos. 13 & 14) were the subject of an enhanced listing review (see Appendix A).
- I.03 This review concluded that due to fire damage Nos. 13 & 14 Castle Street, were no longer considered to be of special interest and were excluded from the listing. An application was subsequently made for the demolition of Nos. 13 & 14 and this was implemented in late 2018. The review also concluded that the north (rear) section and the interior of the Earl de Grey Public House were not of special interest and they were excluded from the listing.
- I.04 The purpose of this statement is to satisfy the requirement of paragraph 189 of the National Planning Policy Framework (NPPF), which indicates that applicants should provide a description of the significance of any heritage assets affected by their proposals (including any contribution made by their setting).
- I.05 Woodhall Planning & Conservation is a heritage consultancy with a specialised interest in listed buildings and historic places, architectural design and advice. The consultancy has extensive experience of building evaluations, conservation area appraisals and management plans, historical research, condition surveys, strategies for conservation and re-use, the design and management of repair and conversion projects and conservation legislation.
- I.06 An application for a Development Control Order (DCO) for works to Castle Street (A63) has been submitted by Highways England. In order to achieve a safe working zone for undertaking the work, the Earl De Grey Public House will have to be demolished. A number of possible options for its future are set out in the DCO and the proposal is to archaeologically record the building in advance of its dismantling.
- I.07 This statement focuses on the significance of the two Grade II listed buildings on the site (Castle Buildings and the Earl De Grey Public House).
- I.08 A methodology for the dismantling and reconstruction of the significant section of the Earl de Grey Public House is being prepared and a heritage impact assessment will be undertaken when this information is available. The heritage impact assessment will assess the impact of the proposed development upon the two listed buildings on the Site along with the potential impact on the setting of the surrounding listed buildings (former Warehouses on Castle Street and Railway Dock; the walls to Princes Dock to the north; the walls of Humber and Railway Docks to the south) which are all listed Grade II).

- I.09 The Old Town Conservation Area, which includes the Humber and Railway Docks to the south and land to east of Prince's Dock, lies to the east and south of the Site. In view of its proximity to the Conservation Area, the heritage impact assessment will also consider the potential impact of the development on the setting of the designated area.
- I.10 The two listed buildings on the site have been vacant for a number of years and to prevent unauthorised access they are surrounded by hoardings. Castle Buildings has been scaffolded for over ten years and has a temporary roof. The inspection of these two listed buildings was limited due to their poor condition and the external hoardings, including the presence of internal and external scaffolding and unsafe condition of Castle Buildings.
- I.11 Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:
In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- I.12 Section 66(1) of the same Act states that:
In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- I.13 The Development Plan comprises the adopted Hull Local Plan (November 2017). The following historic environment policy is relevant to the proposal:
- Policy 16 – Part 1 notes that where development would cause harm to the significance of a designated heritage asset this only be approved if it can be demonstrated that the harm cannot be avoided and there would be significant public benefits to outweigh the harm. Part 5 states that development which preserves or enhances significance and setting of the city's heritage assets will be supported.
 - Policy 10 - The Site forms part of an allocation under Policy 10 (b) for a new conference centre and live music centre together with a hotel and retail space, along with other complementary uses. It should be noted that the conference centre, venue and multi-storey carpark have been constructed to the north of the Site.
- I.14 A development brief for the site was prepared by the Council and adopted in 2014.
- I.15 The Conservation Area Character Appraisals for the Old Town (Western & Northern part) and Old Town (Southern part) were adopted in October 2004 and November 2005 respectively. Within these two documents, sections 19 and 15 respectively, set out the approach to future development within the appraisal area. Whilst, the Site is

situated outside the designated area, in view of its proximity to the boundary and the potential impact of the redevelopment of the Site on views into and out of the designated area, consideration has been given to the approach set out in these documents.

- I.16 Section 16 of the NPPF (paragraphs 184 to 202) sets out general policies relating to the historic environment and further guidance is provided in the online Planning Policy Guidance. Heritage assets are defined in Annex 2 of the NPPF as:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

In Annex 2 of the NPPF 'Significance (for heritage policy)' is defined as:

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

This Annex also provides a definition of archaeological interest.

- I.17 Paragraphs 195 and 196 of the NPPF make a distinction between proposals that will lead to '... *substantial harm to or total loss of significance*' of a designated heritage asset (paragraph 195) and proposals which will have '... *less than substantial harm* (paragraph 196)'.

I.18 The national Planning Practice Guidance (PPG) contains guidance on conserving and enhancing the historic environment. It sets it in the context of the NPPF's drive to achieve sustainable development and the need for appropriate conservation of heritage assets. It identifies that any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 as well as the relevant policies in the NPPF and the Local Plan.

2.00 THE SITE AND ITS CONTEXT

2.01 This section of the assessment considers the nature of the site of the proposed development (the Site) and its surroundings. Ordnance survey maps are reproduced within this document under Woodhall Planning and Conservation Licence/Customer Account Number 100056720.

The Site

2.02 The Site is located at the junction of Castle Street and Myton Street/Waterhouse Lane, to the south of the new Bonus Arena (refer to Plate I). There are two buildings on the Site, both of which are listed Grade II. Castle Buildings is situated in the south-west corner of the Site, with elevations to both Castle Street and Waterhouse Lane and the Earl de Grey Public House is in the south-east corner, adjoining Princes Quay.

2.03 The remainder of the Site is in use as a surface carpark that is defined by concrete bollards and metal railings together with a mature tree along the Castle Street frontage.

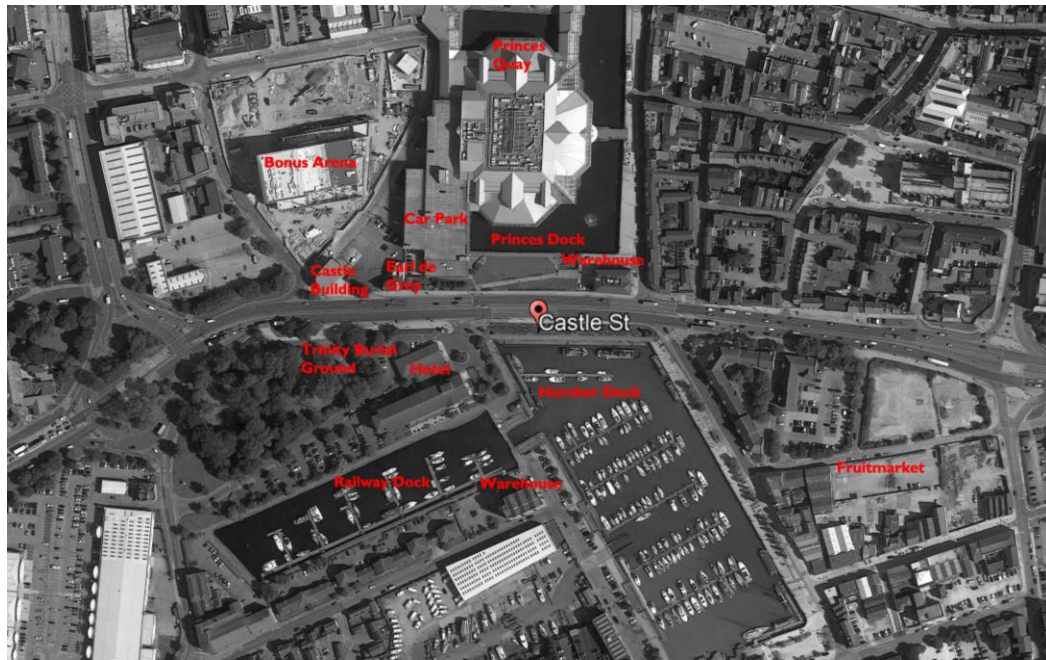


Plate I

The Surroundings

2.04 Immediately to the north of the Site, is the new Bonus Arena, a state-of-the-art music and events complex with up to 3,500 capacity. The Arena, its associated car park and landscaping occupies a block defined by Waterhouse Lane, Osborne Street and Myton Street. By virtue of its scale and design, with distinctive gold-coloured cladding that rises from a darker plinth element, with glazing to the main entrance on Myton Street, the Arena is a landmark structure, which has changed the character of this part of city. There is hard landscaping along the Myton Street elevation which extends southwards towards Waterhouse Lane and the Site, interspersed with some areas of soft landscaping. Waterhouse Lane is closed to vehicular traffic at the junction with Myton Street, with modern bollards. (Refer to Plates 2, 3, 5, 8 & 9)



Plate 2

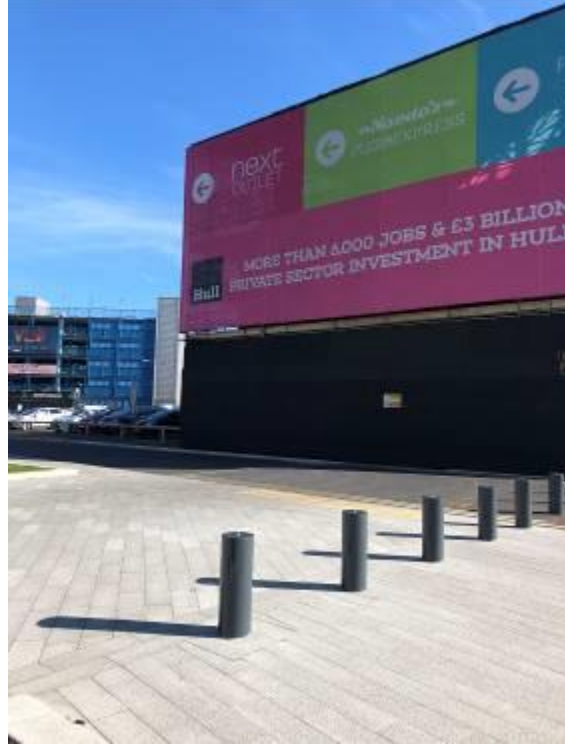


Plate 3



Plate 4



Plate 5

2.05 To the west of Myton Street are a variety of modern single and two-storey retail units surrounded by surface car parking (Refer to Plates 4 & 5). To the east of Arena and the Site, is the Princes Quay multi-storey car park, with the entrance off Waterhouse Lane. The car-park is a distinctive feature that forms the ‘backdrop’ to the Earl de Grey Public House, on the eastern approach to the city along Castle Street, with the bright blue railings to its six levels of parking (Refer to Plates 6 - 11).



Plate 6



Plate 7



Plate 8



Plate 9



Plate 10



Plate 11

2.06 To the south of the Site, on the opposite side of Castle Street is the former Trinity Burial Ground and the modern Holiday Inn building (Refer to Plates 12 – 15). The burial ground is set back from the street behind a brick wall (largely obscured by vegetation). Within the grounds, there are mature trees and grass growing between the headstones and the remnants of some cast iron lamp post along the paths. The hotel buildings are set back from the street behind a modern brick wall and have a shared access with Hull Marina. The buildings are constructed of red brick with pitched concrete tiled roofs. A large single storey block lies to the south of Castle Street, linked to the principal 4-storey block that lies on the north side of the Railway Dock Marina. A landscaped forecourt lies to the east of the hotel, surfaced in modern brick paviors. There is a small roundabout, with planting and trees, along with some parking to the east and north of the buildings (Plate 14). The main car park (Plate 16) is situated to the west of the hotel, between the Railway Dock Marina (Plate 18) and Trinity Burial Ground.



Plate 12



Plate 13



Plate 14



Plate 15



Plate 16

2.07 To the south of the Grade II listed Railway Dock is the Grade II listed former railway dock warehouse (refer to Appendix A for list entry descriptions). This is a seven-storey brick building, with coped parapet and gables and segmental headed openings (Plate 17). To the west of this building are a number of two and three-storey modern brick apartment blocks, with pitched roofs. Further to the south are a number of multi-storey contemporary buildings (Plate 19). The Hull Marina, in the Grade II listed Humber Dock, with its pleasure crafts, lies to the east of the Holiday Inn hotel, with the Fruitmarket beyond (Plates 20 & 21).



Plate 17



Plate 18



Plate 19



Plate 20



Plate 21

2.08 To the north of the Humber Dock, in the Grade II listed Princes Dock, is the Princes Quay retail development. It is a landmark modern steel and glass structure that sits over the expanse of water at Princes Dock. The building is six storeys in height and set back from Castle Street (Plates 22 & 23). To the south-east and approximately 200 metres to the east of the Site, is a Grade II listed former warehouse, at the junction of Princes Dock Street and Castle Street/A63 (refer to Appendix A for list entry descriptions). The former warehouse is three storeys in height, constructed in red brick with a pitched slate roof and is now in retail and office use (Plate 24). A new footbridge over the A63, currently under construction will lie immediately to the west of the listed former warehouse.



Plate 22



Plate 23



Plate 24

Conservation Area

2.09 Hull City Council has prepared a character appraisal for the Old Town Conservation Area. The boundary of the designated area, is drawn around the historic area to the east of the city centre and the appraisal has been divided into three parts: the Central and Eastern part; the Western and Northern part; and the Southern part. The proposed site is not located within the designated area but does lie immediately to the north of the Southern part, whilst the boundary of the Western and Northern Part is situated immediately to the east of Princes Dock.

2.10 The appraisal provides a history of the designated area :

In 1293 King Edward I purchased Wyke and the grange of Myton from the Cistercian Abbey at nearby Meaux. Edward's newly purchased lands became the site of a new town - the King's Town or Kingston upon Hull. The new town became one of the three most important medieval towns in the whole of Yorkshire, and rose to become the country's second most important port on the East Coast of England by the end of the Middle Ages – second only to London.

The limits of the new town occupied a much larger area than that of its predecessor and, from 1321-4, was protected by a defensive circuit consisting of a great ditch and bank, topped with a palisade, and four freestanding gates. The defences were ranged around the two landward and one seaward side of the town and followed the line of

North Walls, Guildhall Road, Prince's Dock Street, Humber Dock Street and Humber Street (then adjacent to the Humber). The side facing onto the River Hull was left open.

Between 1330 and 1406 the timber palisade was removed and the ramparts were cut back. In their place was built a brick wall with around thirty interval towers, four main gates and four postern gates. The side facing the River Hull remained open until three blockhouses, linked by a curtain wall and outer moat, were built on the rivers east bank in the mid-16th century. Prior to this the mouth of the River Hull was defended only by a boom and chain, stretched across at night and at times of danger, and after 1541 by a small bulwark at the South End or Foreland (a small 'island') to the south of the seaward wall.

A second circuit of defences followed in the 17th century when, just prior to the start of the English Civil War in 1642, five half-moon batteries, linked by a rampart and outer ditch, were constructed in front of the Hesse, Myton, Beverley, Low and North Gates. A separate artillery battery, known as the Mount Fort, was also constructed to the west of the Hesse and Myton Gates. Between 1681 and 1690, the defence of the river mouth and town was further strengthened with the construction of Hull Citadel, a massive triangular fort incorporating some of the earlier defences along the east bank of the River Hull.

The town's medieval and Carolean defences constricted the town's growth and development until their removal between the late 18th and early 19th centuries. The removal of the defences, along with the reclamation of marshland beyond and the willingness of landowners to sell land for suburban development, facilitated the construction of new 'Town Docks' around the Old Town and the building of an adjoining Georgian New Town. The first dock to be opened was Queen's Dock in 1778. This was followed by Humber Dock (1809) Prince's Dock (1829) and Railway Dock (1846). The latter was named after the nearby Hull & Selby Railway (H & S R) terminus, opened in 1840. The Hull & Selby Railway line and terminus were Hull's first and up to 1848 all Hull's railway traffic was dealt with at the Kingston Street station. The opening of the Hull & Selby line, linking up with the Selby to Leeds line, also had the effect of advancing still further the trade of the port. Between c.1858 and 1870 the H & S R terminus was gradually replaced with a new central goods station for the North Eastern Railway (N E R).

Spoil from the construction of Humber Dock also changed the topography of the area in the early 19th century. This was dumped south of the Foreland, Humber Street and the old flood defence banks (south of Kingston Street) to create Wellington Street (named after the Duke of Wellington (1769-1852)) and Nelson Street (named after Admiral Lord Nelson (1758-1805)). The new streets and plots were noticeably wider than the old medieval streets and plots and this pattern is still discernable today despite the loss of so many historic buildings from the area.

Hull in the late 18th and early 19th centuries saw 'intensive' urban growth, with high housing densities, congested industrial concentrations, and very little open space. By the mid-19th century the town contained many crowded slums.

2.11 Today, within the old town walls there are a variety of narrow lane/streets with two and three storey buildings that are generally laid out in short terraces located at the back edge of the pavement. The density of development and enclosure provided by the buildings provides a distinctive character area. Beyond the old town walls, the wider streets and docks associated with the nineteenth century expansion of the city create a very different character. This is established by the open spaces of the docks and remnants of historic warehouses, industrial buildings and offices. Since the closure of the docks, many of the associated buildings have been demolished and replaced by modern development, such as the residential development around Humber Dock.

2.12 A number of landmarks within the designated area punctuate the skyline and are visible both within and without the Old Town. The most significant skyline landmarks visible from near the Site are: the tower of Holy Trinity Church; the tower/copper dome of the Market Hall; domes on City Hall and Maritime Museum; and Warehouse(13) at Railway Dock.

Historic development of the Site

2.13 Castle Street lies to the west of the medieval walled town and eighteenth century maps indicate that it follows the line of the western approach to Myton Gate, one of the western gates in the medieval town walls. On *Thew's 1784 map of Hull*, Castle Street was referred to as 'Road to Myton Gate' and Waterhouse Lane was called 'Tan House Lane', leading to the Beast Market. At the southern end of Tan House Lane, two long linear blocks parallel to the road were shown, whilst on the north side of 'Road to Myton Gate' the land was divided into long linear plots with some blocks parallel to the road and others aligned with the plot boundaries.

2.14 On *Bower's 1791 Map of Hull* Myton Gate is less defined, and the north side of Castle Street was largely built up, with a number of blocks parallel to the road. To the north, the New Beast Market was noted, with a long range of buildings on the east side of Tan House Lane. On the south side of Castle Street, a Gaol and burying ground was shown. By 1800, *Aitken's Map* indicates that the Beast Market extended down to the junction with Castle Street (as it was now called).

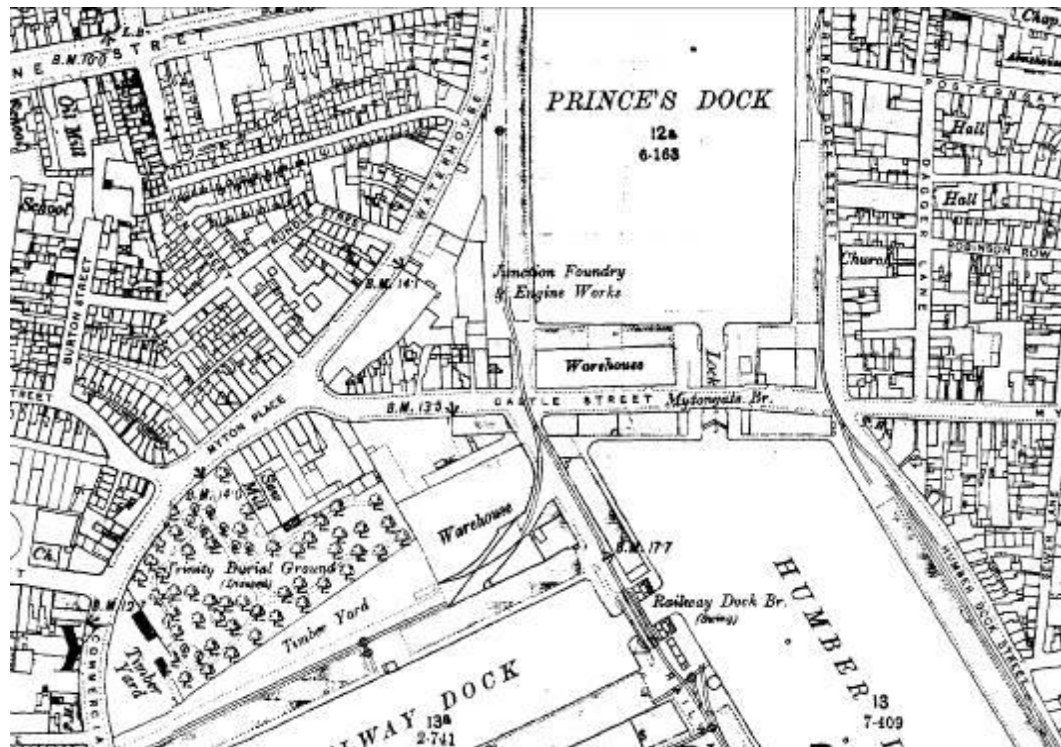
2.15 In the early nineteenth century a series of docks were created to the west of the old town walls. Humber Dock (previously known as New Dock), to the south of the Site was constructed in 1809 and Princes Dock (known as Junction Dock until c.1854), located to the north-east, was constructed in 1829. The layout of these docks is shown on an 1842 Map of the Hull (*Fig 41 in Council's Appraisal of the Old Town (Southern Part)*).

2.16 At this date, the warehouses at the south end of Princes Dock had not been constructed. However, numerous roads had been laid out, including Myton Place, Castle Row, Cogan Street, Nile Street, Edwards Place, Kingston Street, Wellington Street, Bath Place and Railway Street. Buildings were illustrated along these streets, many with elaborately laid out gardens. To the south of Holy Trinity Burial Ground, Dock Green was shown. Castle Street gaol had been demolished in 1829 and a new gaol was shown on Kingston Street, to the north of the railway.

2.17 By this date, the Site had been developed, with buildings along both Castle Street and Waterhouse Lane. A yard/street extended from Myton Place into the Site, separating

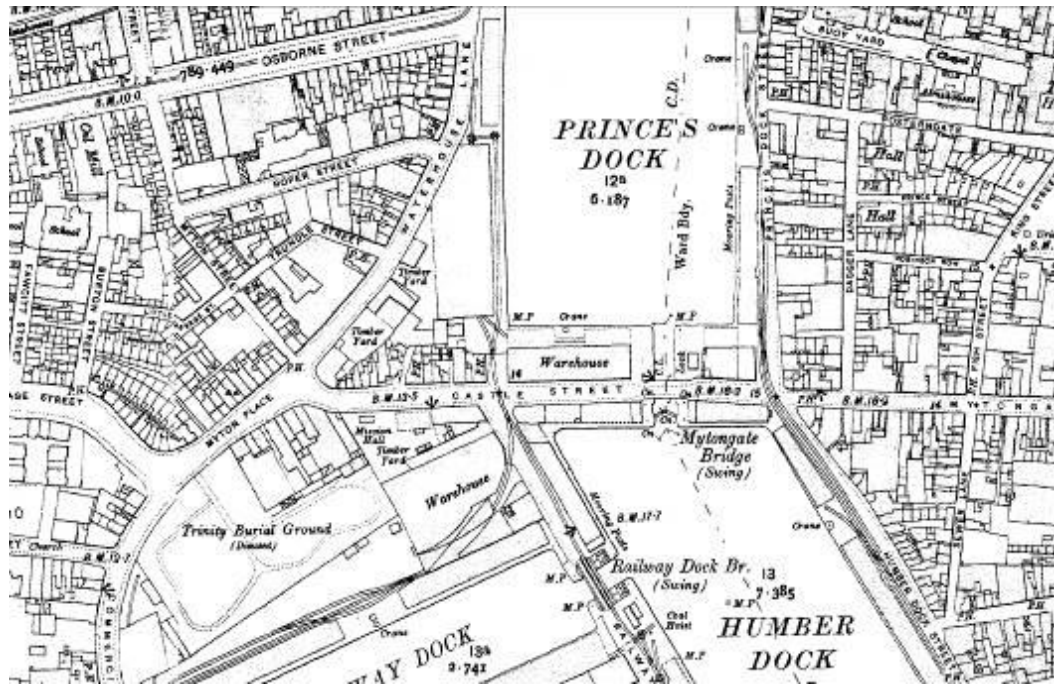
the blocks to each street. On Castle Street, a further yard was shown extending northwards into the Site. The large scale 1855 Ordnance Survey map of Hull indicates that the yard off Myton Place was called Castle Place and it provided access to a terrace of workers housing on its eastern side. There were buildings on both sides of Waterhouse Lane, including a warehouse on the east side. The yard off Castle Street was called Smith's Place and at the south-west end, a building with a double bay set back from Castle Street was shown. On the south side of Castle Street, the site of the former gaol was now a timber yard.

- 2.18 By 1869, a map of the Hull Docks (Fig 42 in *Council's Appraisal of the Old Town (Southern Part)*), shows that the Railway Dock(1846) had been constructed on the former Dock Green, along with a number of large warehouses and Commercial Road had been laid out along its western side. The Burial Ground closed in 1861 and by this date it was illustrated with trees, and there were two large buildings on the site of the former gaol. Large Warehouses had also been constructed at the south end of Princes Dock and north end of Humber Dock but on the Site, the layout of the buildings appeared largely unchanged.



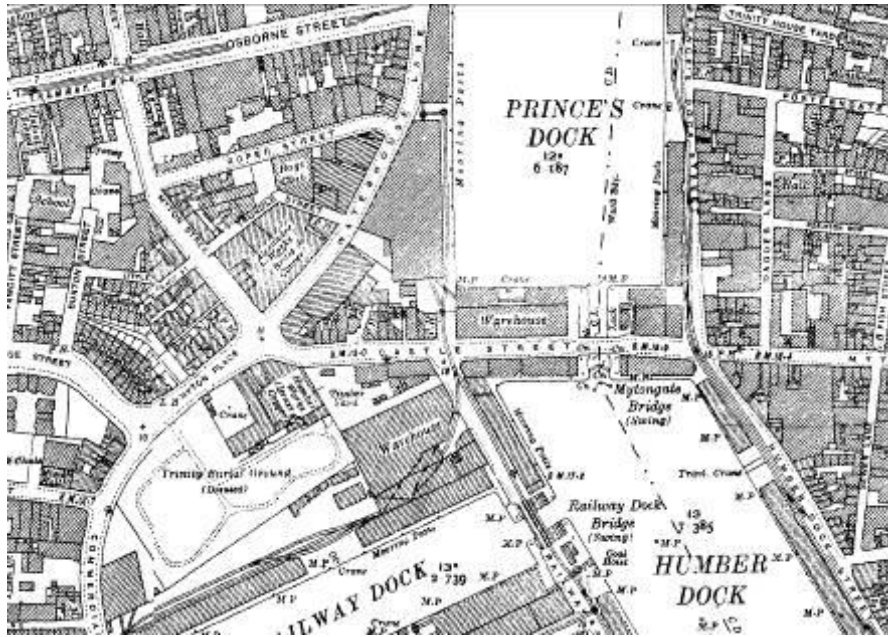
Map 1: Extract from 1890s Ordnance Survey map

- 2.19 By the 1890s Castle Place has been demolished following the widening of Waterhouse Lane and Smiths Place had been truncated. To the south, the burial ground was marked as disused and shown heavily treed, and the former timber was identified as a saw mill. To the north and east, the larger warehouses associated with Princes Dock are shown on the ordnance survey map, along with railway tracks extending north along Railway street, across Castle Street to the Junction Foundry and Engine Works on the west side of Princes Dock.



Map 2: Extract from 1910s Ordnance Survey map

- 2.20 The 1910 Map identifies two Public Houses on the north side of Castle Street – one on the site of the Earl de Grey Public House and one further to the east, adjoining the railway tracks to the west of the large Princes Dock warehouse. The footprint of the present Castle Buildings is also shown, with two timber yards to the north-east along Waterhouse Lane. A narrow passageway is shown to the east of Castle Buildings adjoining Nos 13 14 Castle Street.
- 2.21 On the south side of the Castle Street, a small Mission Hall and Timber Yard is shown opposite the Site, to the north of the large Railway Dock warehouse. The former saw mill to the west, is shown extensively developed with buildings and on the 1920s OS this is indicated as Humber Works (Brass, Copper).
- 2.22 By the 1920's the layout of the buildings on the site to Castle Street was largely unchanged, but along Waterhouse Lane, large warehouses had been constructed on the sites of the former timber yards.



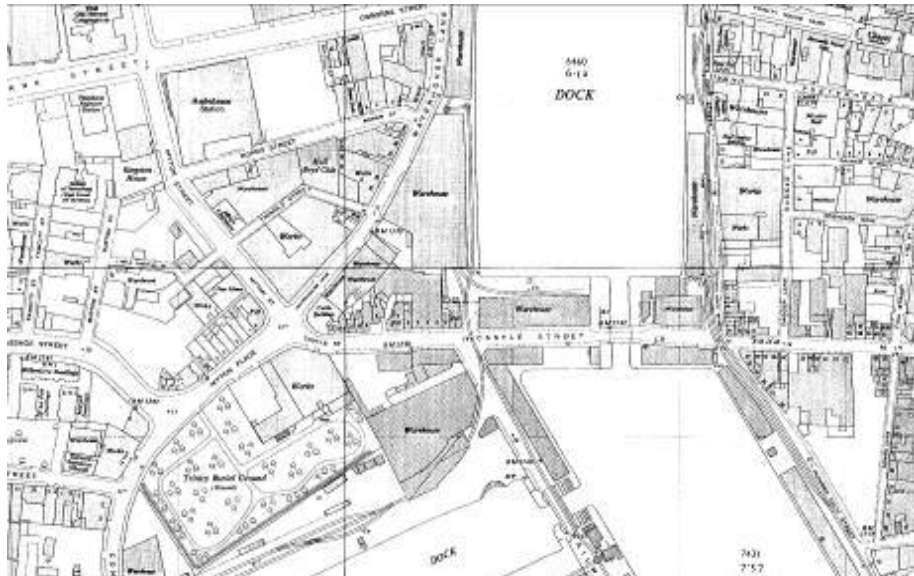
Map 3: Extract from 1920s Ordnance Survey map

- 2.23 A 1925 aerial photograph of Princes Dock shows the scale of the warehouse buildings around the three docks and shows the buildings on the Site.



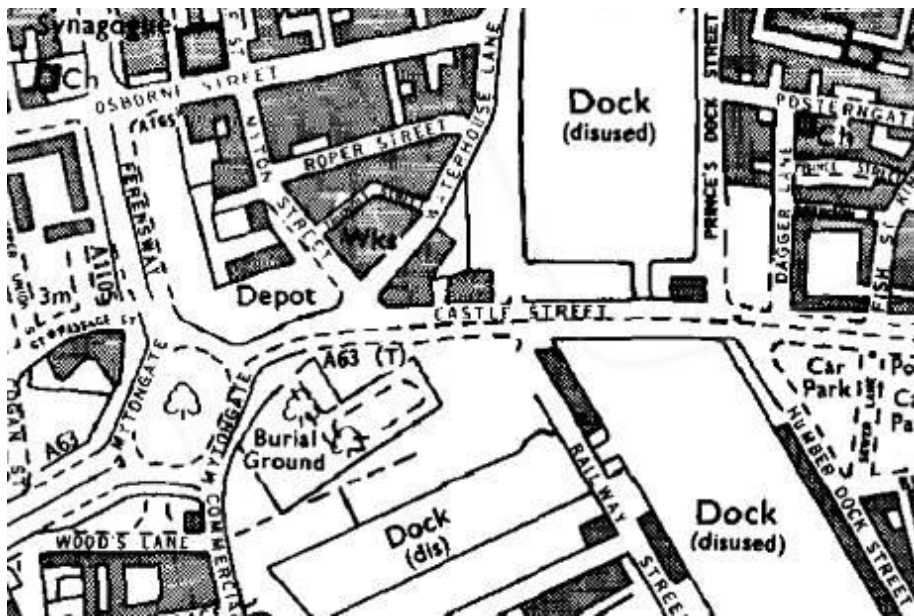
Plate 25: [EPW012697] Prince's Dock and the city centre, Kingston upon Hull, 1925 © Historic England.

- 2.24 The 1950's map shows few changes to the layout of the buildings on and immediately surrounding the Site, but in the wider area there were significant changes, due to the war damage and subsequent slum clearance and reconstruction work.



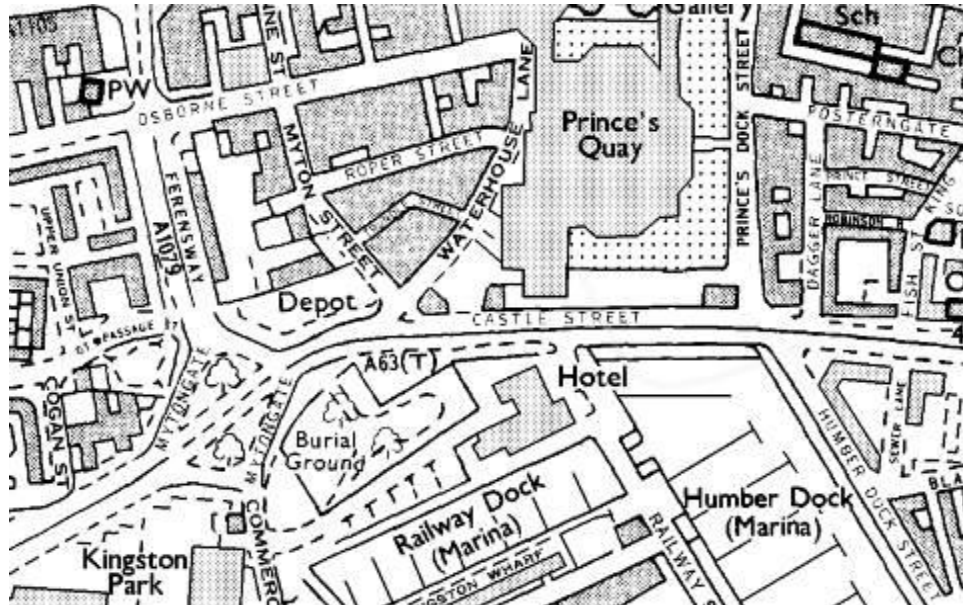
Map 4: Extract from 1950s Ordnance Survey map

- 2.25 During the second half of the twentieth century the use of the docks began to decline and by the 1980's the docks are shown as disused and a number of the warehouses had been demolished. The A63 was upgraded as a south orbital road in 1976, as planned in the 1945 Abercrombie Plan for Hull. On the Site, Castle Buildings is shown with an adjoining building along Waterhouse Lane. The Earl de Grey Public House is shown as a separate block but a number of the buildings at the east end of the block had been demolished.



Map 5: Extract from 1980s Ordnance Survey map

- 2.26 The Humber Dock and Railway Dock were subsequently redeveloped as marinas with housing and commercial buildings constructed along the water's edges. To the north of the Site the Princes Quay retail development was constructed in 1988-91. The 1990s OS map shows this development and on the Site, further buildings had been demolished, with only Castle Buildings, Nos 13 & 14 Castle Street and the Earl de Grey Public House remaining.



Map 6: Extract from 1990s Ordnance Survey map

- 2.27 As noted in paragraph 1.03 above, Nos. 13 & 14 Castle Street were demolished in late 2018. To the east of the Site, construction has commenced on a new footbridge which will recreate the link between the Princes Dock and Humber Dock that was severed with the removal of the lock and Mytongate Bridge, when the A63 was altered in the 1970s.

Earl de Grey Public House

- 2.28 The Earl de Grey Public House appears to have been constructed in the early to mid nineteenth century as part of a block comprising Nos. 6, 7 and 8 Castle Street. It was originally known as the Junction Dock Tavern which is recorded in White's Yorkshire Directory of 1831 at Nos. 6 & 7 Castle Street.
- 2.29 By 1864 the Public House had expanded to include No. 8 Castle Street. Drawings from an 1864 Building Act application indicate that substantial internal alterations were proposed to combine the two small ground floor rooms of Nos 7 & 8 to create a single dram shop with a central entrance. A winder stair was also to be removed from No.7 to enable the creation of a secondary entrance and a rear kitchen converted into a parlour. Alterations are also shown to the layout of No. 6. The building was re-named Earl de Grey c.1863/4, after the local MP and High Sheriff of Hull, George Frederick Samuel Robinson, who had inherited the title of Earl de Grey.

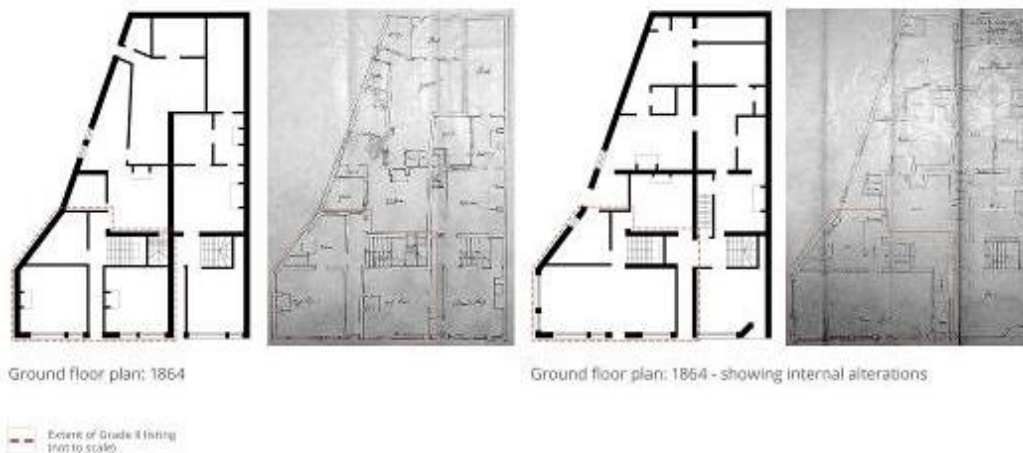


Fig 1: existing and proposed layout of Earl de Grey Public House c. 1864

- 2.30 The 1888-90 Ordnance Survey town plan illustrates that by this date, the public house no longer occupied No. 6 Castle Street. In 1913, a further Building Acts application was made on behalf of Bentley's Yorkshire Brewery Company of Leeds. The proposed work largely related to sanitary arrangements but a new curving bar was also shown. It is likely that at this date the glazed green faience was added to the exterior of the ground floor façade. Kelly's Directory of 1913 and 1937 note that No. 6 was the Nautical School of Cookery. The 1913 directory notes No. 8 was occupied by Gustav Ohlson, beer retailer whilst the 1937 directory notes that No.7 was the Earl de Grey Inn and No. 8 was Mrs Ellen Broadbent's Refreshment Rooms. A Building Acts application in 1952 for further alterations to drainage at the Earl de Grey Public House included No. 6, suggesting that by this date it was now in the same ownership as the public house. The ground floor layout of Nos. 7 & 8 on the 1952 drawings reflects the current layout.
- 2.31 The majority of No. 6 Castle Street was demolished in the late 1980's. A photograph from 1982 shows the block prior to demolition of No. 6. The building had a somewhat different appearance, with the faience to the ground floor painted to mimic timber paneling with the lettering and stall riser highlighted in blue. At this date, the window surrounds were also painted beige (refer to Fig 2). By 1994, the green faience had been restored and the window surrounds and cill band were painted a dark colour. The Public House closed in 2010 and is currently vacant.
- 2.32 The building is three storeys in height, with rendered brick walls, and a pitched slate roof, with dentilled eaves course. The principal elevation faces Castle Street and is of four-bays to the upper floors with painted, moulded window surrounds and a second floor cill band. The ground floor has glazed green faience with a moulded plinth and cornice and paneled stall riser. (Plates 26 - 29)
- 2.33 The building is currently surrounded by hoardings and the windows are boarded up, concealing modern, timber framed 2/2 vertical sliding sash windows to the upper floors.
- 2.34 The main entrance is to slightly offset from the centre, with a surround that rises to a swan neck pediment and includes a coat of arms and a festoon. Flanking the doorway are two wide windows with segmental headed lights. A second narrower doorway,

with overlight and flanking pilasters is located at the eastern end of the ground floor. Above the windows and secondary entrance are cream coloured signage fascias, with green faience relief lettering reading “Earl de Grey” above the windows. The faience continues across the ground floor of the west gable with two windows divided by a pilaster. The east gable of the building is now exposed following the demolition of the No.6 Castle Street and has brick buttresses at ground floor level. To the rear is a much altered two storey range that is also rendered with a pitched slate roof.

- 2.35 Only a limited inspection of the interior was undertaken as it has been excluded from the listing due to the degree of alteration and absence of historic features.



Plate 26



Plate 27



Plate 28



Plate 29

EARL DE GREY
HISTORIC PLANS, IMAGES & 3D MODEL

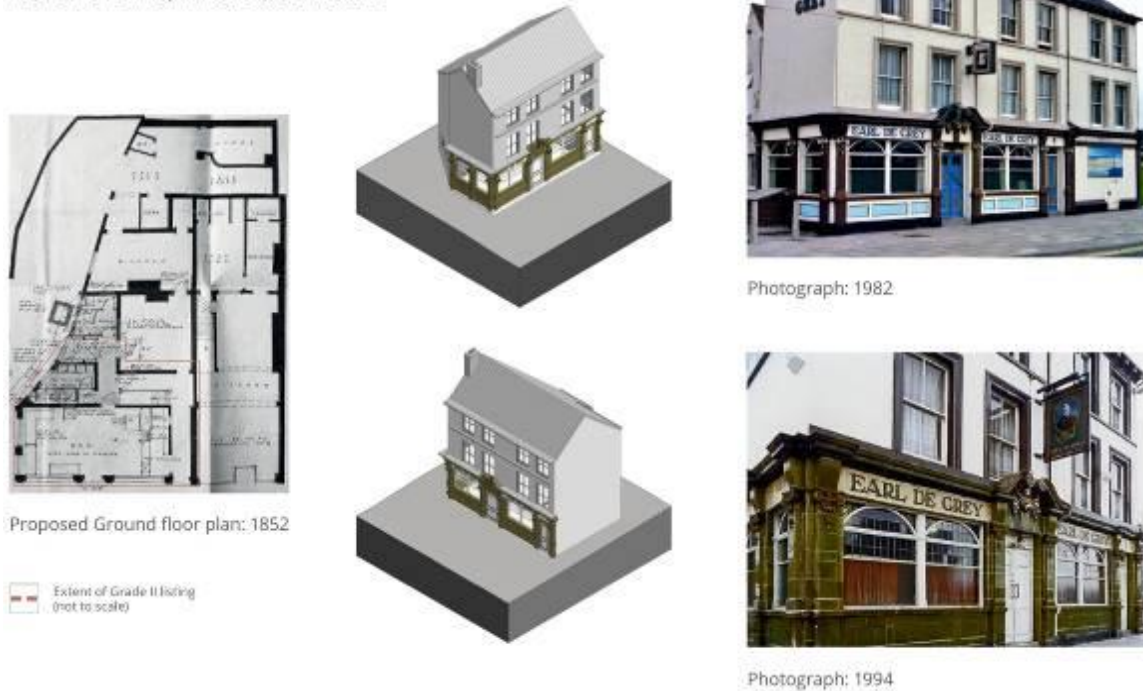


Fig 2: proposed layout of Earl de Grey Public House c. 1852 and C20 photographs

Castle Buildings

2.36 Castle Buildings first appears on the 1910 Ordnance map (Map 2). There are drawings associated with a Building Acts application (Hull Heritage Centre 1894M 2547 and 1894M 2643) – refer to Fig 3 -6. The drawings were prepared by a well-known local Hull Architect B S Jacobs and indicate that they were 'Proposed Offices for Messrs G R Sanderson & Company, Castle Street, Hull'. The first set dates from 25th July 1900 whilst the second set are dated 14th November 1900. In the latter drawings, an amended section is included to accommodate a larger first floor and the design of the staircase is different – but reflects the present layout.



Fig 3: Plans dated 25th July 1900 Hull Heritage Centre 1894M 2547

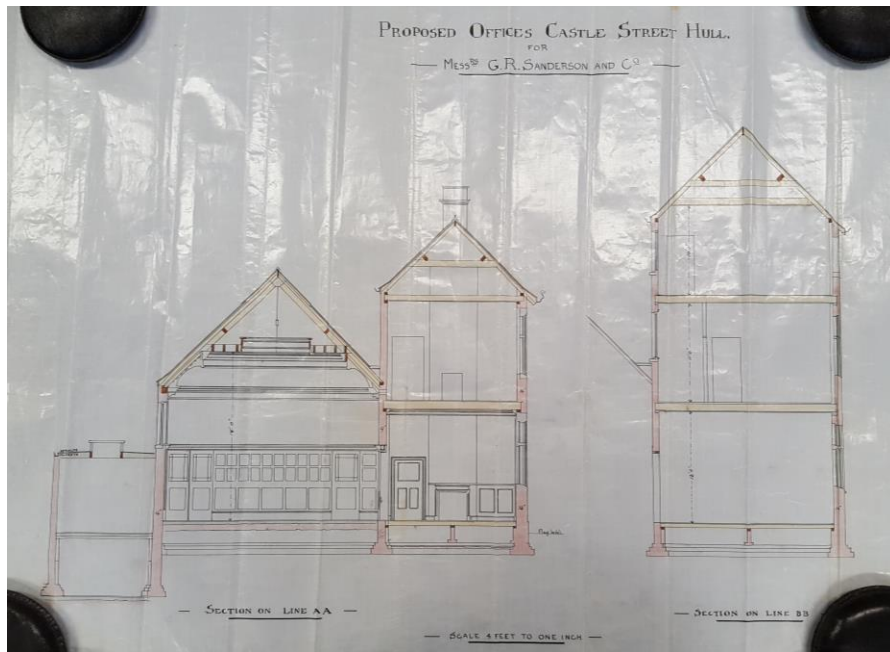


Fig 4: Sections dated 25th July 1900 Hull Heritage Centre 1894M 2547

- 2.37 Whites' 1882 Directory of Hull has an entry for a company called Moran & Sanderson, on Castle Street. However, a notice in the London Gazette on 2 January 1885, gave notice that the firm had been dissolved 'by mutual consent' of Gordon Rheam Sanderson and William Moran on 31st December 1884. They both subsequently established their own firms and an 1892 Hull trade directory for Hull, notes that G R Sanderson and Company were shipowners, brokers, coal merchants and forwarding agents, at Alexandra chambers, Castle Street. It also notes that Gordon Rheam Sanderson of GRS & Co was vice consul for Brazil and Chili and that William Moran and Co. were trading from 4 Victoria chamber, Prince's Dock Street.
- 2.38 Kelly's 1913 Directory for Hull notes that by this date, Castle Buildings was occupied by: Ohlson and Co. Ltd. coal exporters; H Haagensen and Co, shipping agents; and the Mexican and Haytian Consulate, with H P Haagensen as consul. At this date, No. 13 Castle Street was a post office and No. 14 Castle Street a shop. The entry for Gordon R Sanderson notes that he was vice-consul for Brazil and Chili, at 1 the Pathway, Bowlalley Lane and there is not entry for his company (G R Sanderson & Company), therefore it would appear that by this date they were no longer trading in Hull.

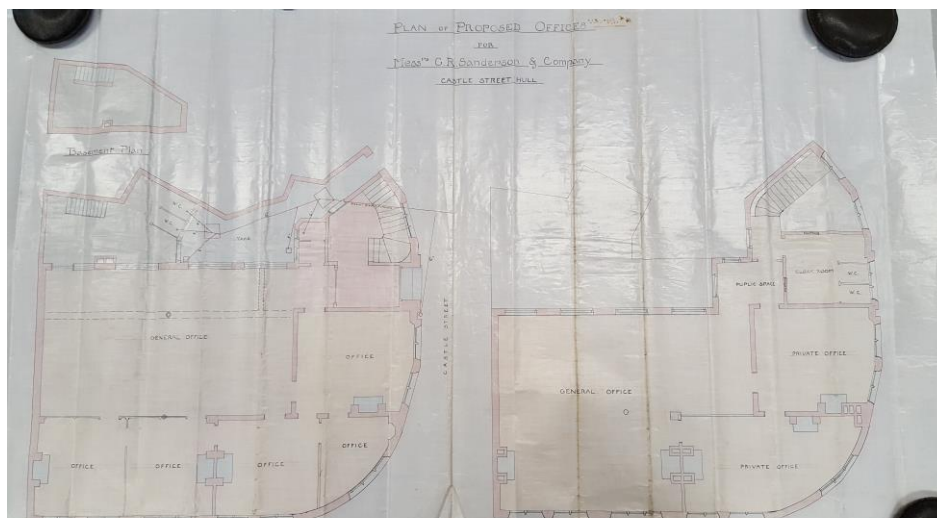


Fig 5: Plans dated 14th November 1900 Hull Heritage Centre 1894M 2643

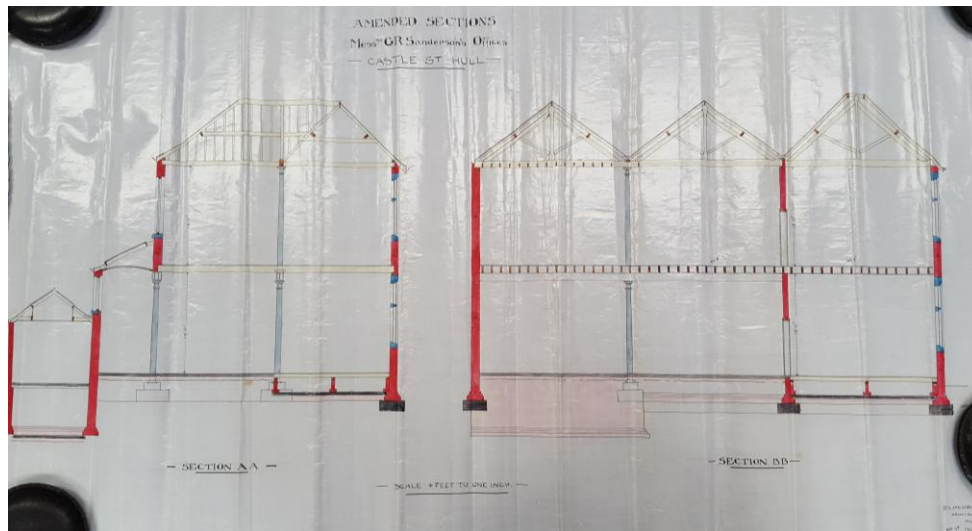


Fig 6: Section dated 14th November 1900 Hull Heritage Centre 1894M 2643

- 2.39 In 1937, Kelly's Directory notes that the building was still occupied by Ohlson and Co. but in addition, the following were noted: Venezuela & Roumanian Consulate, with Sir Eric Ohlson as consul; the Ohlson Steamship Co., ship owners and agents; and National Road Haulage Ltd.
- 2.40 It is understood that the Ohlson Steamship Co. occupied the building until the 1970s and at some point in the mid-twentieth century, the ground and first floor connection from No. 14 into Castle Buildings was introduced.
- 2.41 As noted in 1.09 above, the exterior of the building is largely obscured by scaffolding and hoarding and the interior is also scaffolded. The building is constructed of red brick with stone cills bands, ashlar dressings, a curved pitched and hipped slate roof and five brick chimney stacks and designed in a Renaissance Revival style. The principal elevation consists of five two-storey bays along Waterhouse Lane and six bays that curve around the corner, with the last three rising to three storeys at the entrance bay that faces Castle Street. There are mullion and transom windows to the principal elevations, with a mixture of plain glazing and leaded lights, much of which is damaged.
- 2.42 The main entrance has an elaborate classical ashlar doorcase, with an enriched frieze and pediment. The doorway is arched with spandrel panels and recessed double doors, only one of which remains insitu, the other one is lying loose in the entrance hall.
- 2.43 To the rear was a small yard area and the windows on the secondary elevation are a combination of mullion and transom windows, with a mixture of plain and leaded lights, along with some vertical sliding sash windows to the stair hall.



Plate 30

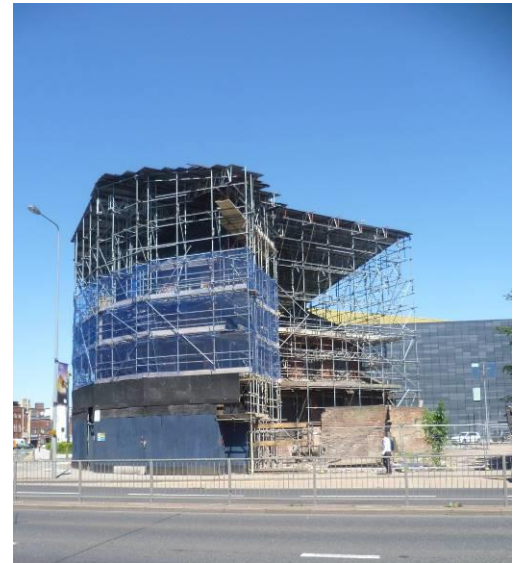


Plate 31



Plate 32



Plate 33

2.44 Internally, the layout of the offices as depicted on the November 1900 Building Act application drawings is largely intact (Fig 5), and there are a number of historic features such as plaster cornices, wall paneling, paneled timber doors, moulded door and window architraves. However, the interior is in extremely poor condition with evidence of timber decay, and the insertion of the internal scaffold has caused damage to plaster ceilings and the majority of the timber floorboards and all fireplaces have been lost (Plates 34 & 35).

2.45 The building has some decorative 'art deco' style radiators with large bore flow and return heating pipes but these appear to be a later insertion as the pipework is very prominent and in some places the vertical risers cut through the plaster cornices (Plates 36-38). In the yard, there are the remnants of an old cast iron boiler (Plate 39).

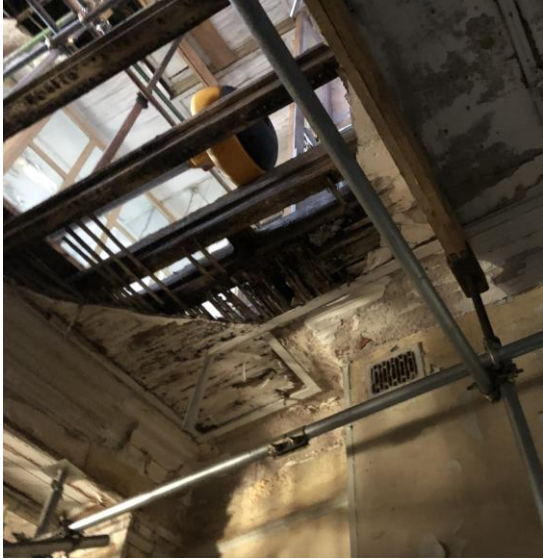


Plate 34



Plate 35



Plate 36



Plate 37



Plate 38



Plate 39

2.46 The main entrance leads into an entrance hall with a mosaic floor and a moulded plaster cornice (Plates 40-44). A small section of dado paneling remains insitu in the north-east corner. An archway to the east (RHS) with an inserted timber and obscure glazed screen with sailing boat motifs leads to the stair hall. Opposite the entrance doors, a later pair of double doors leads to a small lobby. To the west (LHS) is Office I with a 6-panelled door with the faded lettering 'General Office'. Straight ahead, double doors lettered with 'Enquiries' leads into a large open plan office(7), via an inserted half-height kiosk with vertical timber boarded walls. This office was referred to as 'General Office' on the 1900 Building Act application drawing whilst Office I is referred to as 'Board Room' on the July 1900 plan and then 'Office' on the November 1900 plan.



Plate 40



Plate 41



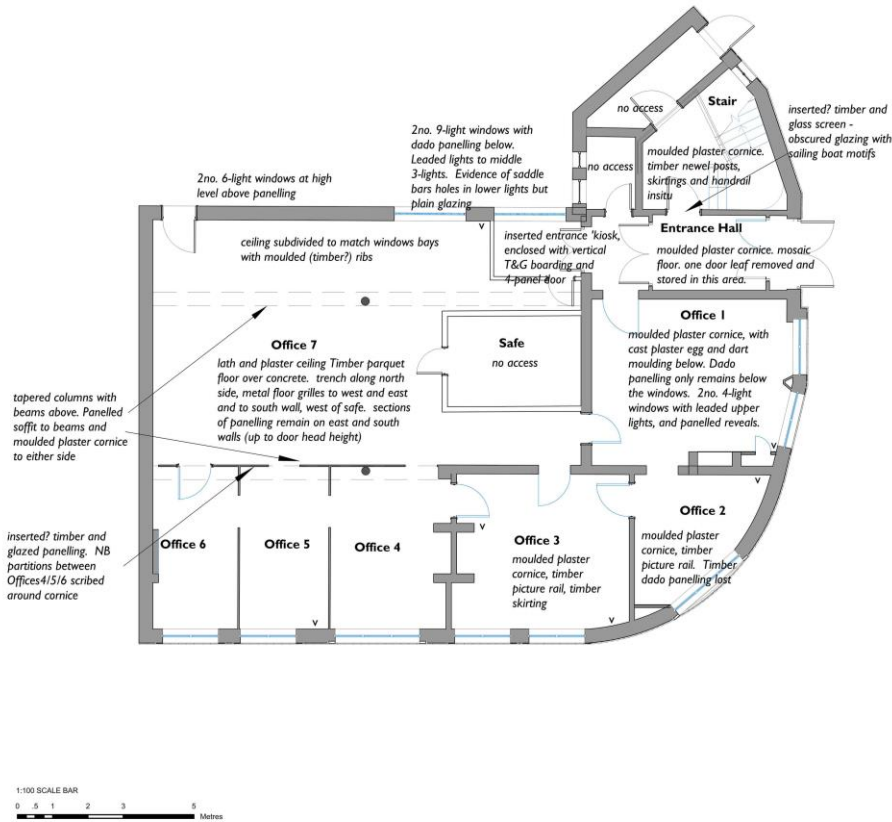
Plate 42



Plate 43



Plate 44



Ground Floor

Survey provided by Client

Fig 7: Ground Floor Plan, features of interest

2.47 Office 1 (Plates 45-47) has the most elaborate cornice in the building, with egg and dart detailing below the moulded plaster cornice. There is evidence that all the walls were paneled but paneling only remains insitu below the two mullion and transom windows, and on the reveals. These details suggest that it may have been a board room. To the south of the chimney breast is a built-in cupboard. To the west, is a small office 2, with a moulded plaster cornice, a timber picture rail, evidence of dado paneling and a mullion and transom window. This office leads to a larger office 3, with a chimney breast, moulded plaster cornice, picture rail and two mullion and transom windows.



Plate 45



Plate 46



Plate 47



Plate 48



Plate 49



Plate 50



Plate 51



Plate 52

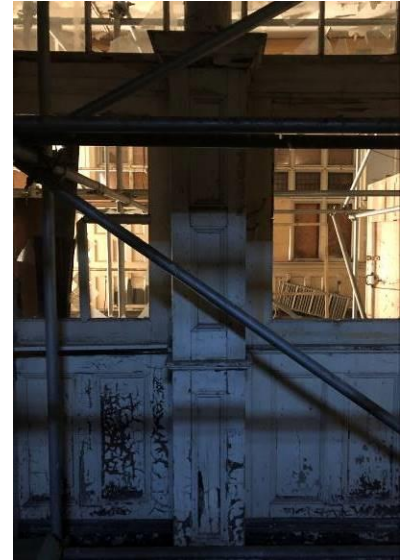


Plate 53

2.48 Offices 4, 5 & 6 are small offices (Plates 48 -53), separated from the large office 7 by a lightweight timber and glazed partition and a cast iron column. The 1900 plans indicate that these were formerly 2 offices with a fireplace in each, but the paneling has been subsequently adapted to create three separate offices.

2.49 Office 7 (Plates 54-57) is a large open plan office with a cast iron column below the beam supporting the first floor wall. There is a moulded plaster cornice, which extends along both sides of the ceiling beams. The lath and plaster ceiling is damaged but on the east side, the ceiling is divided into bays, with timber ribs, reflecting the pattern of the window bays to the yard elevation.

2.50 Unlike the other areas, this office has a concrete floor overlaid with parquet flooring. There is an open trench adjoining the west elevation and metal floor grilles elsewhere, which suggest the earlier form of heating may have been a hot air system. Sections of timber paneling remain insitu on the east and south walls and adjacent to the south wall, a brick safe has been constructed. On the north wall of the safe is some timber paneling – possibly removed from the east wall when the safe was constructed and reset on the new brickwork.



Plate 54



Plate 55



Plate 56



Plate 57

- 2.51 The 1900 drawings illustrate a rear yard that contained toilets and a small basement area but no evidence was seen of the former basement which suggests that it might have been infilled.
- 2.52 The stair hall has a sweeping cantilevered stair that follows the curve of the wall to Castle Street (Plates 58-63). It has paneled newel posts with ball finials but the string and balustrade to the lower flight are missing. The mosaic floor from the entrance hall extends into this area. There are two large mullion and transom windows to Castle Street and a moulded plaster cornice extends around the room. At the head of the stair is a small lobby which leads to the first floor offices and the second floor stair. Unusually, the lobby has three vertical sliding sash windows which differ from the windows elsewhere in the building. It is possible that these may be a remnant of the earlier building on the site or, alternatively, this may simply be indicative of their location on a secondary elevation.



Plate 58



Plate 59

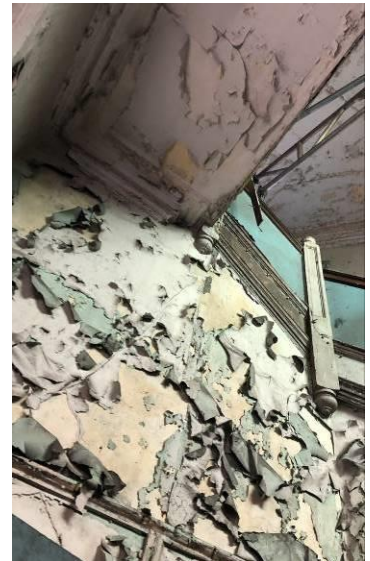


Plate 60



Plate 61



Plate 62



Plate 63

Notes

- External scaffold, hoardings and temporary roof prevent limit the inspection of exterior
- Internal scaffold limits access for inspection of interior.
- Interior in poor condition- floorboards missing, timber wall panelling missing and/or decayed, leaded lights damaged/missing, stair handrail missing, plaster cornice and lath and plaster ceilings damaged
- All fireplaces removed, but hearths remain insitu
- Presence of floor grilles suggest this was location of earlier heating pipes - wet or dry system?. This has been replaced by large bore twin-pipe wet system with 'art deco' style radiators. The heating pipes are visually obtrusive and vertical risers have been cut through the plaster cornice.
- Moulded timber architraves to windows remain insitu, along with some architraves to doors

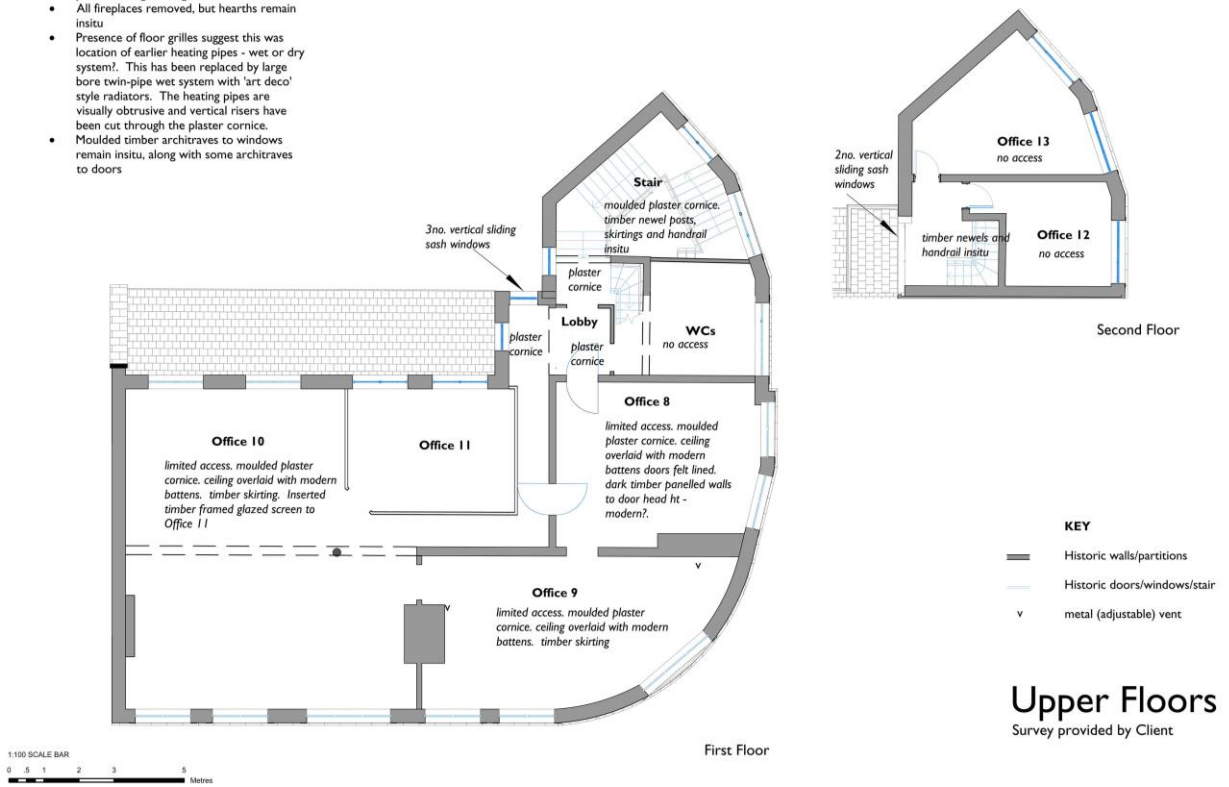


Fig 8: Upper floor plans, features of interest

2.53 Office 8 has a moulded plaster cornice and the walls have a dark timber paneling which appears to have been added at a later date, perhaps associated with its subsequent use as a board room (Plates 64 & 65).



Plate 64



Plate 65

2.54 Office 9 (Plates 66-68) is a large office which extends above offices 2 & 3 and has a moulded timber cornice. Office 10 is a large open-plan office, with a central cast iron column and moulded plaster cornice. At the southern end of this room a timber and glass screen has been inserted to create a separate office.



Plate 66



Plate 67

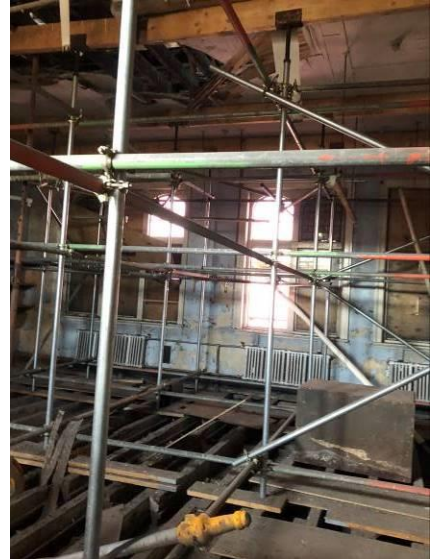


Plate 68

2.55 A narrow staircase with similar style newel posts to the main stair, leads up to a small two-room attic space (Plates 69-74). It is interesting to note that the attic plan is only shown on the July 1900 plans, albeit with a different stair configuration, which suggests that the design evolved whilst it was being constructed. The second floor landing has two vertical sliding sash windows. Due to the internal scaffold, access into these rooms was not possible.



Plate 69



Plate 70

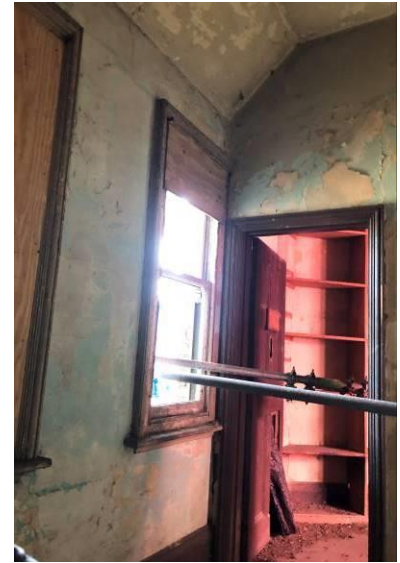


Plate 71



Plate 72

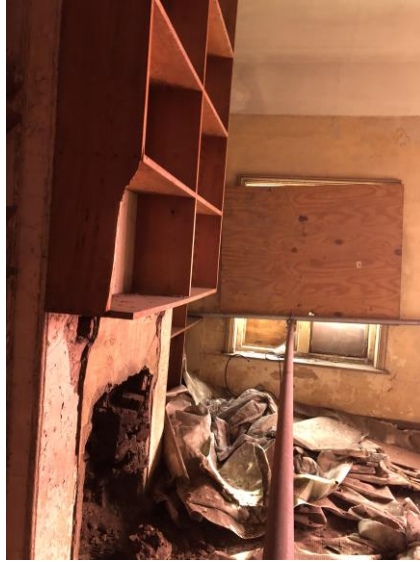


Plate 73

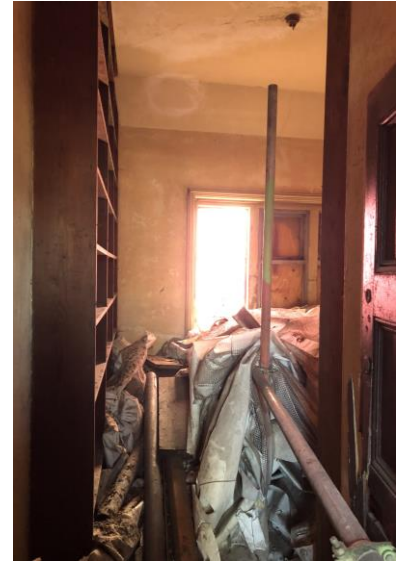


Plate 74

3.00 SIGNIFICANCE

3.01 This section of the assessment considers significance of the identified heritage assets.

3.02 In Annex 2 of the NPPF 'Significance (for heritage policy)' is defined as:

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

This Annex also provides a definition of archaeological interest.

3.03 In addition, paragraphs 8 to 10 of the Historic Environment Good Practice Advice in Planning Note 2, prepared by Historic England indicate that there are three elements that need to be understood in considering the significance of a heritage asset:

- the nature of the significance;
- the extent of that significance;
- the level of significance.

3.04 The definition of the levels of significance attributed to the various elements of the Site in this report is as follows:

High significance	Of national or international importance, that strongly contributes to the significance of a place/building. Conservation will be a priority and alterations would require a defined and compelling need.
Moderate significance	Likely to be of regional importance and makes a modest contribution to the significance of a place/building. Efforts should be made to protect and enhance.
Low significance	Of local importance, that makes a slight (yet still noteworthy) contribution to the significance of a place/building. A greater capacity for enhancement exists. Recording should typically be a requirement prior to loss.
Neutral	An aspect that has no discernible value, and neither adds nor detracts from the significance of a place/building.
Negative	An aspect that detracts from the significance of a place/building, removal should be strongly encouraged.

Castle Buildings

Archaeological

3.04 Castle buildings is situated on the north side of Castle Street, which is along the line of the approach to Myton Gate, one of the medieval entrances to the walled town. The present building on the site dates from c.1900, and historic maps suggest that the

presence of any structures on the site prior to the 1800 is unlikely. However, the site lies within an area designated of archaeological interest by the City Council.

3.05 The building has low archaeological interest.

Architectural

3.06 The building is designed in a Renaissance Revival Style, with a striking curved frontage, which maximises its corner location on one of the oldest routes into Hull. Due to its prominent location on the corner of Waterhouse Lane and Castle Street, it has a landmark quality, which contributes to the townscape on the approach to the city from the west. At present it is surrounded by hoarding and scaffolding and therefore its architectural detailing and presence cannot be appreciated.

3.07 Despite the poor condition of the building and the internal and external scaffolding, as noted in section 2.00, the original layout of the building is clearly legible, along with numerous historic features (refer to Fig 7 & 8). These features aid the understanding of its former use as a shipping office and consulate, with clear differentiation between the more formal meeting rooms and the more informal office areas.

3.08 It was designed by a well-established local architect, B S Jacobs, who designed several other buildings in Hull and this contributes to its architectural significance.

3.09 As a Grade II listed building it is of national significance and overall the building has high architectural significance.

Artistic

3.10 There are no features of artistic interest within the building.

Historic

3.11 Gordon Rheam Sanderson was previously in business with William Moran, and they traded as *Moran and Sanderson*, from Castle Street. By 1892, G R Sanderson and Company (shipowners, brokers, coal merchants and forwarding agents) had been established and were trading from Alexandra chambers, Castle Street. The present building dates from c.1900 and was built as offices for Messrs G R Sanderson and replaced earlier buildings on the Site.

3.12 The building was subsequently occupied by a succession of maritime related businesses and this contributes to its historic significance as part of Hull's maritime history.

3.13 It also accommodated the consul to various countries and this is of historic interest as evidence of Hull's important international trading links.

3.14 Overall, the building is of high historic interest.

Setting

3.15 Historically, Castle Buildings formed the western end of a group of buildings along Castle Street. A narrow yard – Smiths Place – separated it from the Earl de Grey Public House, which formed the west end of a similar group of buildings immediately to the east. At the east end of the latter 'terrace' was another public house adjoining the

railway lines on the west side of Princes (Junction) Dock. At the southern end of the Dock were two large multi-storey brick warehouses (refer to the aerial photo: Plate 25).

- 3.16 With the exception of the Earl de Grey Public House, the other historic buildings that formed part of the group on the north side of Castle Street have been demolished and the smaller warehouse at the south-east corner of Princes Dock has been ‘separated’ from this group by the Princes Quay multi-storey carpark and the new footbridge currently under construction.
- 3.17 The new Bonus Arena to the north of the Site, along with the Princes Quay Development have a different scale and massing to the two historic buildings on the Site. These modern buildings take their reference from the large warehouse buildings that surrounded the docks.
- 3.18 The character of this part of the city has undergone significant change since the building was constructed, with the demolition of the adjoining historic buildings, the upgrading of Castle Street to a dual carriageway, the construction of Princes Quay development and more recently with the completion of the Bonus Arena. The character of the area is still evolving and the Princes Quay footbridge, currently under construction, will introduce a dramatic contemporary element into the townscape that will separate the dock warehouse from the historic buildings on the Site.
- 3.19 At present the listed building is seen against the backdrop of the Princes Quay development and this has an adverse impact on its setting. To the north of the listed building, the new Bonus Arena is a landmark structure that is prominent in views towards the Site from the east, south and west.
- 3.20 The building has therefore lost its historic setting and is now in an isolated location, with the A63 to the south, the new Bonus Arena to the north and a surface carpark immediately to the east. Due to the erosion of the historic character of this area, it lies outside the Old Town Conservation Area.
- 3.21 With the exception of the Earl de Grey Public House, the present setting does not contribute to the significance of the building. The surface car park within the Site and the A63 to the south, are detrimental to its setting.

Summary

- 3.22 As a Grade II listed building it is of national significance.

Earl de Grey Public House

Archaeological

- 3.23 The building is situated on the north side of Castle Street, which is along the line of the approach to Myton Gate, one of the medieval entrances to the walled town. The building dates from the nineteenth century and historic maps suggest that the presence of any structures on the site prior to the 1800 is unlikely. However, the site lies within an area designated of archaeological interest by the City Council.
- 3.24 The building has low archaeological interest.

Architectural

- 3.25 Overall the building has simple building form, typical of its period which is enhanced by the elaborate, early twentieth century green faience shopfront to the ground floor.
- 3.26 The interior has been heavily altered and has been specifically excluded from the list description (see Appendix A) and therefore is not of special interest.
- 3.27 Overall, it is of moderate architectural interest.

Artistic

- 3.28 There are no features of artistic interest within the building.

Historic

- 3.29 The building dates from the early nineteenth century. It was recorded as a public house in 1831 and remained in use until the early twenty-first century. The buildings in Castle Street were largely constructed to service the docks and dock workers and included a number of drinking establishments. The Earl de Grey is still remembered by many local residents and forms part of the social history of the area. The African Stories in Hull notes that it was an important meeting place for African people in Hull.
- 3.30 The building is the only remaining public house on this stretch of Castle Street and its proximity to the Humber Dock and Junction Dock and its former name – Junction Dock Tavern – contributes to its historic interest.
- 3.31 It is also one of the few historic buildings remaining on the western half of Castle Street, one of the oldest routes into Hull.
- 3.32 The building is an important physical reminder of dock life in this part of the town and is of high historic interest.

Setting

- 3.33 As noted in 3.15 and 3.16 above, historically, the Earl De Grey Public House formed the western end of a group of buildings along Castle Street, to the west of Princes Dock. Castle Buildings formed the west end of a similar group of buildings immediately to the west, separated by a narrow yard – Smiths Place. At the southern end of the Dock were two large multi-storey brick warehouses (refer to the aerial photo: Plate 25).
- 3.34 With the exception of Castle Buildings, the other historic buildings that formed part of the group on the north side of Castle Street have been demolished and the smaller warehouse at the south-east corner of Princes Dock has been ‘separated’ from this group by the Princes Quay multi-storey carpark and the new footbridge currently under construction.
- 3.35 The building has lost its historic setting and is now in an isolated location, with the A63 to the south, the new Bonus Arena to the north, a surface carpark to the west and Princes Quay car park to the east. Due to the erosion of the historic character of this area, it lies outside the Old Town Conservation Area.

- 3.36 The new Bonus Arena to the north of the Site, along with the Princes Quay Development have a different scale and massing to the two historic buildings on the Site. These modern buildings take their reference from the large warehouse buildings that surrounded the docks.
- 3.37 The character of this part of the city has undergone significant change since the building was constructed, with the demolition of the adjoining historic buildings, the upgrading of Castle Street to a dual carriageway, the construction of Princes Quay development and more recently with the completion of the Bonus Arena. The character of the area is still evolving and the Princes Quay footbridge, currently under construction, will introduce a dramatic contemporary element into the townscape that will separate the dock warehouse from the historic buildings on the Site.
- 3.38 At present the listed building is seen against the backdrop of the Princes Quay development and this has an adverse impact on its setting. To the north of the listed building, the new Bonus Arena is a landmark structure that is prominent in views towards the Site from the east, south and west.
- 3.39 With the exception of Castle Buildings, the present setting does not contribute to the significance of the building. The surface car park on the Site, Princes Quay car park and the A63, are detrimental to its setting.

Summary

- 3.40 As a Grade II listed building it is of national significance.

Old Town Conservation Area

- 3.41 The Old Town Conservation Area is of significance primarily because of its archaeological, architectural and historic interest. The archaeological and historic interest is as a result of its development from the medieval period through to the present day. The architectural interest is in the wide variety of historic buildings that survive, primarily those that pre-date the twentieth century.
- 3.42 The Conservation Area Appraisal prepared by the Council identifies that the fabric that holds this interest around the Site is primarily the layout of the roads, and docks, the listed buildings, the unlisted buildings that pre-date the twentieth century.
- 3.43 In terms of its overall level of importance, the Old Town Conservation Area is considered to be of national significance, due to its maritime history and as one of the top 30 medieval towns in England and UK Capital of Culture 2017.

The surrounding listed buildings

Warehouse, Castle Street

- 3.44 This Grade II listed building is located to the east of the Site at the south-east corner of Princes Dock and once formed part of a complex of warehouses at the dock. It is a three storey building, constructed in red brick with a pitched slate roof and is now in commercial use.

- 3.45 As noted above, it is one of the few remaining historic buildings at the west end of Castle Street. It is only remaining warehouse of the complex of four warehouses that flanked the former Mytongate bridge over the lock between the Humber Dock and Princes (Junction) Dock.
- 3.46 The significance of this listed building is the result of its architectural and historic interest, and as a Grade II listed building it is of national importance.
- 3.47 The immediate setting of this building is provided by: Castle Street/A63; the Humber Dock (including modern housing) to the south; Princes Dock to the north and west including Princes Quay; and modern housing to the east. The Site lies to the west, within its wider setting. Its setting will change further once the Princes Quay footbridge, currently under construction, is completed.
- 3.48 In view of the way in which the surroundings have changed since it was originally constructed, particularly during the late twentieth century, with the demolition of the surrounding warehouses, alterations to the A63/Castle Street and the construction of Princes Quay car park, it is considered that only the layout of the historic Princes Dock and Humber Dock (excluding the modern development) contribute to its significance.

Princes Dock, Railway Dock and Humber Dock

- 3.49 The Grade II listed Princes Dock is located on the north side of Castle Street/A63, whilst the Grade II listed Railway and Humber Docks are located to the south. They are rectangular basins and the dock walls are constructed in stone, although Humber Dock has largely been re-built in brick above the water line.
- 3.50 The docks provide evidence of Hull's importance as an international port and its maritime history, particularly during the nineteenth century. The Railway Dock and Humber Dock remain in maritime use as marinas. They are of architectural and historic interest and as Grade II listed structures they are national importance.
- 3.51 The setting of the docks is provided by Castle Street/A63 and surrounding buildings which include historic buildings (such as the dock warehouses and those along Princes Dock Street and Humber Dock Street) and modern development (such as Princes Quay and along Kingston Street, Railway Street and Wellington Street West) and Trinity Burial Ground.
- 3.52 The surroundings have changed since the docks were constructed, particularly during the late twentieth century but they have still retained a relationship to each other and this contributes to their significance. The historic features such as railway lines, bollards etc which survive along with the dock warehouses and other historic buildings that developed to support the Dock trade contribute to the significance of these listed buildings.

Warehouse, Railway Dock

- 3.53 This Grade II listed warehouse is located to the south of the Site on the south side of Railway Dock. It is constructed in brick, with pitched slate roofs behind a gabled parapet walls and is seven storeys in height. The building has been converted to a ground floor commercial uses with apartments on the floors above.

- 3.54 Historically it was part of a much larger warehouse that extended along almost the entire south side of Railway Dock. On the north side of the dock there were other warehouses but all of these have been lost.
- 3.55 It is of architectural and historic interest as the only remaining warehouse to the Railway Dock, and one of the few remaining warehouses in the wider complex of the Railway, Princes and Humber Docks. As a Grade II listed building it is of national importance.
- 3.56 The immediate setting of this building is provided by the Railway Dock, the Humber Dock and the modern buildings to the north, west and south. Within the wider setting is the A63, Trinity Burial Ground, Princes Quay, Princes Dock and its warehouse and the Site.
- 3.57 In view of the way in which the surroundings have changed since it was originally constructed, particularly during the late twentieth century, with the demolition of the surrounding warehouses and the construction of the surrounding modern buildings, it is considered that only the layout of the historic Railway Dock and Humber Dock contribute to its significance.

APPENDIX A

List Entry Descriptions

Castle Buildings

Castle Street, Hull,

Grade: II

Date first listed: 21-Jan-1994

Date of most recent amendment: 26-Jul-2017

Summary of Building

Offices of steamship owners and brokers, 1900, by B S Jacobs of Kingston upon Hull. Mellow red brick with ashlar dressings, slate roof. Two storeys plus attic. Renaissance Revival style

Reasons for Designation

Castle Buildings, constructed in 1900 to the designs of B S Jacobs, is listed at Grade II for the following principal reasons:

Architectural interest:

* its striking curved frontage and Renaissance Revival styling maximise its prominent corner location on one of the oldest routes out of Hull; * Interior survival: numerous historic features survive within the interior and the building's original function as a shipping office remains clearly legible, with a clear differentiation between more formal meeting spaces and offices and the more informal general clerks office;

Historic interest:

* located close to the docks it is an important physical reminder of Hull's maritime history and trading links, and has been occupied by a succession of maritime-related tenants throughout its history.

History

Castle Buildings was constructed in 1900 to the designs of the notable Hull architect B S Jacobs for Messrs G R Sanderson, steamship owners and brokers. The building was occupied by a number of maritime-related tenants in addition to Messrs Sanderson, and this link continued throughout its history, with occupiers including the Ohlson Steamship Co Ltd. The building remained in active use until the 1970s.

Castle Street (originally known as Mytongate) formed one of the principal routes out of the old town, and is believed to have been re-named in the early C19 after George Castle, a builder in Hull. The street was widened in the 1970s and is now a dual carriageway. All the early buildings along the street west of Prince's Dock Street, except for Castle Buildings, the Earl de Grey Public House, and a warehouse at the south-east corner of Prince's Dock, have been demolished and replaced by modern development and car parking.

Details

Offices of steamship owners and brokers, 1900, by B S Jacobs of Kingston upon Hull. Mellow red brick with ashlar dressings, slate roof. Mainly two storeys. Renaissance Revival style

PLAN: Castle Buildings is located at the junction of Waterhouse Lane and Castle Street with a curved western corner frontage. Internally the building has an entrance hall with rooms off to the north east and north west, and a stair hall off to the south corner. The adjoining building known as 13 and 14 Castle Street, which is attached to the southern corner of Castle Buildings, is not of special interest and is excluded from the listing.

EXTERIOR: whilst largely obscured by scaffolding at the time of writing, the building, which has pitched and hipped slate roofs with substantial ridge stacks, is mainly of two storeys with a three-bay, three-storey section at the southern corner.

The building's principal elevations consist of five two-storey bays along Waterhouse Lane and six bays curving around the corner frontage, the last three of which rise to three storeys. The windows are largely mullioned and transomed and have plain and leaded glazing (some of which is damaged) and ashlar surrounds incorporating random quoining, with further ashlar dressings including sill bands, floating cornices to some of the windows, paired bands at the mid-height of the windows, and lintel bands to the ground-floor windows and stair windows on the southern side.

The main entrance in the left-hand bay of the three-storey section consists of a tall and elaborate Classical ashlar doorcase with an enriched frieze and pediment framing an arched doorway with richly carved spandrels and recessed eight-panel double doors (one of which has been removed and is being stored in the entrance hall). A plainer secondary entrance is in the right-hand bay. Above the main entrance is a large rectangular window, whilst to the right are two tall stair windows; that to the left has curved glazing bars in the lower part. On the second floor are mullioned windows to each bay.

The two-storey bays have cross windows and larger mullioned and transomed windows to each floor; those to the upper floor have upper lights with rounded heads.

The rear elevations, which face into a small yard area, have windows with segmental-arched red-brick heads. A single-storey lean-to and tall chimneystack in the rear yard area still depicted on modern OS maps have been demolished, leaving the isolated remains of a toilet block, which is not of special interest and is excluded from the listing.

Attached to the southern corner of the building is 13 and 14 Castle Street, which is heavily altered and damaged by fire, and is excluded from the listing.

INTERIOR: internally plain moulded corncicing survives along with a parquet floor to the ground-floor main office and a patterned tesserae floor in the entrance hall. Most of the floorboard floors have been removed and ply sheeting laid down over joists. Fireplaces have been removed from all floor levels, but chimneybreasts survive, along with cast-iron radiators, some built-in cupboards, some dado panelling, four-panel and six-panel doors, and moulded door and window architraves.

The main entrance leads into an entrance hall that has lost its panelled dado/ wainscotting. A tall arched opening off to the right with a later inserted glazed screen incorporating frosted glass depicting ships and sail boats leads into the stair hall, whilst a doorway off to the left of the entrance hall with a six-panel door with faded signage lettering reading 'GENERAL OFFICE' and 'ENQUIRIES' leads into a large former office.

The ground floor is occupied by a series of inter-linked offices, with those at the western corner being more formal spaces. Occupying most of the Waterhouse Lane block is a large main office (probably the general clerk's office originally), which is an open-plan space with cast-iron columns and three offices set along the north-west side with partly-glazed panelled screens and partitions. A waiting area/enquiries kiosk with panelled walls and a serving hatch occupies the

south corner of the main office and provides direct access into the entrance hall. A former office at the south-western end of the main office has been enlarged and converted into a vault.

The main stair hall is located to the south corner of the building off the entrance hall and has a doorway underneath the stair that leads to the secondary entrance and the rear yard. The hall contains a sweeping partly-cantilevered stair that provides access up to the first floor and has panelled newel posts with ball finials. The stair's closed string and balustrade have been removed to the lowest flight and the balustrade is boxed-in to the upper flights. A later doorway opening has been inserted off the main stair to connect via a short flight of steps into the first floor of the neighbouring 14 Castle Street. A narrow attic-like stair on the first-floor landing with newel posts in the same style as those to the main stair provides access up to two second-floor rooms above the stair hall.

The first floor consists of a series of offices, one of which to the south-west corner may have been a boardroom and retains some wall panelling. Above the main office is another similarly sized space, but without the separate partitioned offices alongside the north-west wall. The two second-floor rooms contain fixed shelving units.

List entry Number: 1208094

Earl de Grey Public House

7 Castle Street, Hull, HU1 2DA

Grade: II

Date first listed: 21-Jan-1994

Date of most recent amendment: 26-Jul-2017

Architectural interest:

* it is a good example of a C19 pub altered in the early C20 through the addition of an elaborate faience shopfront;

Historic interest:

* it is one of only a few early buildings left remaining on the western half of Castle Street, one of the oldest routes out of Hull, and is an important physical reminder of dock life in this part of the town.

History

The Earl De Grey Public House (originally known as the Junction Dock Tavern) is believed to have been constructed in the early-mid C19 as part of a block comprising 6, 7 and 8 Castle Street. No public houses are recorded on Castle Street in Baines' 1822 directory and Junction Dock (later renamed as Prince's Dock) was opened in 1829. Junction Dock Tavern, 6 and 7 Castle Street, is recorded in White's Yorkshire Directory of 1831 with a Joseph Wheatley listed as proprietor.

It has been suggested that 6 Castle Street may not have originally formed part of the pub, but trade directories appear to confirm the pub's address as being correct and that it originally started life at 6 and 7. By 1864 the pub had expanded to incorporate 8 Castle Street (formerly a coffee house) and internal alterations were carried out, and by 1888-90 when the 1:500 town plan was published 6 no longer formed part of the pub. The pub is now collectively known as 7 Castle Street.

The pub was re-named in 1863/4 after George Frederick Samuel Robinson (1827-1909), 1st Marquess of Ripon and Viscount Goderich, who had been elected as an MP in Hull in 1852, but was later unseated for electoral offences. He was appointed the honorific position of the High Steward of Hull in 1863, by which time he had inherited the title of Earl de Grey, becoming known as Earl de Grey and Ripon.

In 1913 internal alterations, including a new full-width curving bar counter and new sanitary arrangements, were carried out by the architects Samuel Jackson and Sons of Bradford for the then owners Bentley's Yorkshire Brewery Company of Leeds. It is also likely that the faience ground floor was added at this time. Further alterations were carried out for Bentleys in 1953 by Wheatley and Holdsworth architects, including a new smaller bar counter at the eastern end of the front room, which replaced the 1913 counter.

The majority of 6 Castle Street was demolished in 1988 and a large two-storey extension to the pub was subsequently built on the rear section of its plot in 2003, with a small courtyard formed at the front. Internal alterations were also carried out at this time. The pub closed in 2010 and is now (2017) disused.

Castle Street (originally known as Mytongate) formed one of the principal routes out of the old town and is believed to have been re-named in the early C19 after George Castle, a builder in Hull. The street was widened in the 1970s and is now a dual carriageway. All the early buildings along the street west of Prince's Dock Street, except for the Earl de Grey Public House, Castle Buildings, and a warehouse at the south-east corner of Prince's Dock, have been demolished and replaced by modern development and car parking.

Details

Public house, probably early-mid C19 with later alterations. Rendered brick with faience ground floor of circa 1913, slate roof. Three-storeys

PLAN: the pub's principal elevation faces on to Castle Street: the former Number 8 forms the two bays to the left, whilst the former Number 7 forms the two bays to the right. A heavily altered rear range and a 2003 extension that occupies the site of the former Number 6 are excluded from the listing.

EXTERIOR: although obscured by a modern security hoarding at the time of writing, the four-bay principal front (south) elevation facing Castle Street has a green faience ground floor with a moulded plinth and cornice, and a panelled stall riser. The bays are divided on the ground floor by Ionic pilasters set upon pedestals, with plain consoles above the capitals that support the cornice. The main entrance is set to the left of centre and consists of a panelled door with a surround that rises up to a swan-necked pediment incorporating a coat of arms and a festoon. Flanking the doorway are wide two-light windows with segment-headed lights, later vertical glazing bars, and plain modern glazing. An additional narrower doorway with a four-panel door, overlight and flanking pilasters exists to the far right of the ground floor. Above the windows and the secondary entrance are cream-coloured signage fascias; those above the windows have green faience relief lettering reading 'Earl de Grey', whilst that above the doorway is plain. Replaced two-over-two sash windows (boarded over externally) with moulded surrounds exist to the upper floors, along with a sill band to the second floor, and a dentilled eaves, all of which are painted black. Rising from the western end of the roof is a substantial chimneystack. Following the demolition of Number 6 in 1988 short brick buttresses have been added to support the pub's now-external east wall.

The pub's ground-floor faience continues around and across half of the left (west) gable-end return with two windows divided by a pilaster. The signage fascia panels above are plain. The left (northern) half of the gable end has window and ventilation openings of varying size.

A two-storey rear range, which has been subject to a sequence of substantial alterations and rebuilding, and a 2003 extension on the site of the former Number 6 are not of special interest and are excluded from the listing.

INTERIOR: the interior, which has been heavily altered throughout and contains no features of historic interest, is not of special interest and is excluded from the listing.

List entry Number: 1297037

WAREHOUSE AT SOUTH EAST CORNER OF PRINCE'S DOCK

Grade: II

Date first listed: 21-Jan-1994

Date of most recent amendment: Not applicable to this List entry.

Warehouse. c1830 and c1845. Brick with stone sills and hipped slate roofs. Plinth, rebuilt late C20. 3 storeys; 7x5 windows. Double range plan. Windows are mainly cast-iron glazing bar casements with slight segmental heads. South front, to Castle Street, has a central elliptical-arched loft door on the upper floors, flanked by 3 windows on each floor. Below, a central elliptical-arched carriage entrance with a pair of doors, flanked by single small blocked windows. To left, a similar carriage entrance, then a blocked window. Beyond, to right, 2 reglazed windows. Left return has 5 bays divided by shallow pilasters, and regular fenestration on the upper floors. Right return has an elliptical-arched loft door to right on each of the upper floors, each flanked to left by a window. On the ground floor, 2 reglazed windows to the right and a small door to the left. Beyond, to right, a 3-bay section with shallow pilasters and regular fenestration on the upper floors. Below, 2 windows to right and to left, a door with blank fanlight.

Listing NGR: TA0970128476

PRINCE'S DOCK

Grade: II

Date first listed: 07-Jan-1970

Date of most recent amendment: 21-Jan-1994

Shipping dock. 1827, with mid and late C20 alterations. Ashlar retaining walls with rounded copings and cast-iron bollards. Rectangular plan with slightly curving sides, and blocked entrance channels at north-east and south-east corners. Approx 200m x 120m. Prince's Dock is now largely covered by a shopping centre development carried on piles above the water, and extending over the west side.

Listing NGR: TA0969328712

HUMBER DOCK AND SWING BRIDGE AND LOCK AT SOUTH ENTRANCE

Grade: II

Date first listed: 07-Jan-1970

Date of most recent amendment: 21-Jan-1994

Dock, now marina, with swing bridge and lock. Dock 1809, swing bridge dated 1846, with later C19 and late C20 alterations. Rectangular basin approx 250m x 100m, with rounded corners and slightly battered ashlar retaining walls, largely rebuilt in brick above water level. Rounded stone coping. Late C20 cast-iron bollards linked by chains. Lock, approx 50m x 10m, has slightly battered ashlar retaining walls with rounded coping. Shaped recess on either side into which the bridge swings when open. Steel gates and concrete abutments at each end, late C20. 2-span

cast-iron cantilever swing bridge with road and rail tracks and wrought-iron railing. Strutted sections form a central arch when closed. Roller bearings at pivot end. Cast-iron drums contain the gearing and hand cranks which operate the bridge by engaging with a toothed sector. The cast-iron lids of the drums are inscribed "Haigh Foundry Company, Wigan 1846". Continuing to south of lock, running east and then south, walls of Humber Dock Basin which connects Humber Dock Marina to the River Humber. Slightly battered ashlar retaining walls with rounded stone coping. Late C20 cast-iron post and rail fence on north and part of east wall. East wall at southern end topped with late C20 brick wall.

**CONNECTING CHANNEL, RAILWAY STREET
FORMER RAILWAY DOCK, RAILWAY STREET
SWING BRIDGE, RAILWAY STREET**

Grade: II

Date first listed: 07-Jan-1970

Date of most recent amendment: 21-Jan-1994

Former dock, now a marina, connecting channel and swing bridge. 1846, with late C20 alterations. Bridge made by Beecroft, Butler & Co of Leeds, and the Haigh Foundry Co. of Wigan. Rectangular basin approx 220mx50m, with slightly battered ashlar enclosing walls and rounded coping. Several cast-iron bollards. Cast-iron balustrades and railing late C20. At the eastern end, connecting channel to Humber Dock, with ashlar retaining walls, rounded copings and corners, and recesses into which the bridge swings. 2 span cast-iron swing bridge with trussed spans forming arch when closed. Roller bearings at each end. Cast-iron drums contain the gearing and hand cranks which operated the bridge by engaging with a toothed sector. A late C20 lifting footbridge now spans the channel.

Listing NGR: TA0962928357

FORMER RAILWAY DOCK WAREHOUSE, RAILWAY STREET

Grade: II

Date first listed: 07-Jan-1970

Date of most recent amendment: 21-Jan-1994

Former dock warehouse, now flats. Designed by Edward Welsh 1857. Partly demolished 1972 and converted late C20. Brick with stone sills, roof not visible. Cogged eaves, renewed coped parapet and gables. 7 storeys; 7x9 windows. Windows are cast-iron glazing bar casements with segmental heads. The ground-floor windows are taller. East front has parapet topped with a single gable. Central blank window on each floor, flanked on either side by full height segment-headed recesses formerly with loft doors, reglazed to form French windows with guard rails. Between the ground and first floors, wrought-iron balconies. On the ground floor, recessed C20 doorways. Beyond, on either side, a pair of small windows on each floor. Left return, to Kingston Street, has 3 gables each with a round opening. In the centre, 3 windows on each floor, and on either side, segment-headed recesses with loft doors reglazed to form French windows. At the foot of each recess, a C20 door with overlight. Beyond, on either side, 2 windows on each floor. Rear elevation has generally similar fenestration. The eastern wing which was listed has been demolished.

Listing NGR: TA0963828304

APPENDIX B Sources and bibliography

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