

Old Town (Western & Northern part)



Conservation Area Character Appraisal



Adopted October 2004

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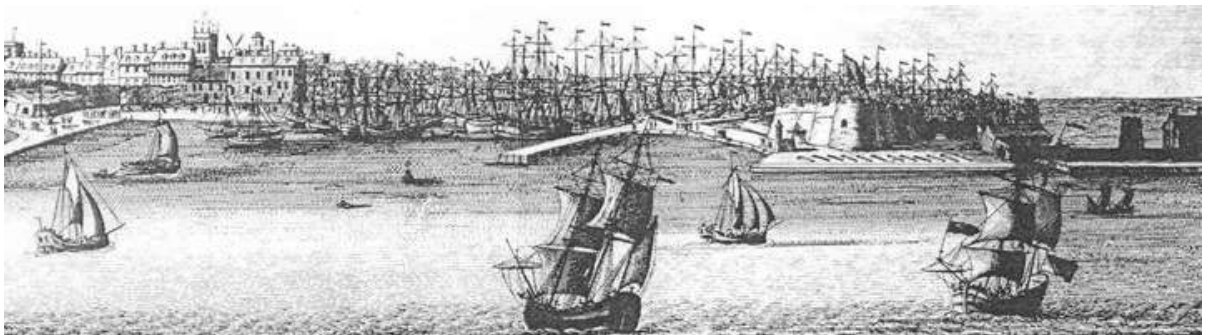
1. Summary

- 1.1 The purpose of this character appraisal is to define and record what makes the Old Town an "area of special architectural or historic interest". This is important for providing a sound basis, defensible on appeal, for local plan policies and development control decisions, as well as for the formulation of proposals for the preservation or appearance of the area. The clear definition of the special interest, and therefore of what it is important to retain, also helps to reduce uncertainty for those considering investment or development in the area.
- 1.2 Character appraisals are being produced for each of the 23 Conservation Areas in Kingston upon Hull but because of the diversity and size of the Old Town it has been necessary to divide it into three separate appraisal areas (see map 1, page 2):
- The Central & Eastern part (adopted in 1999);
 - The Western & Northern part; and
 - The Southern part.

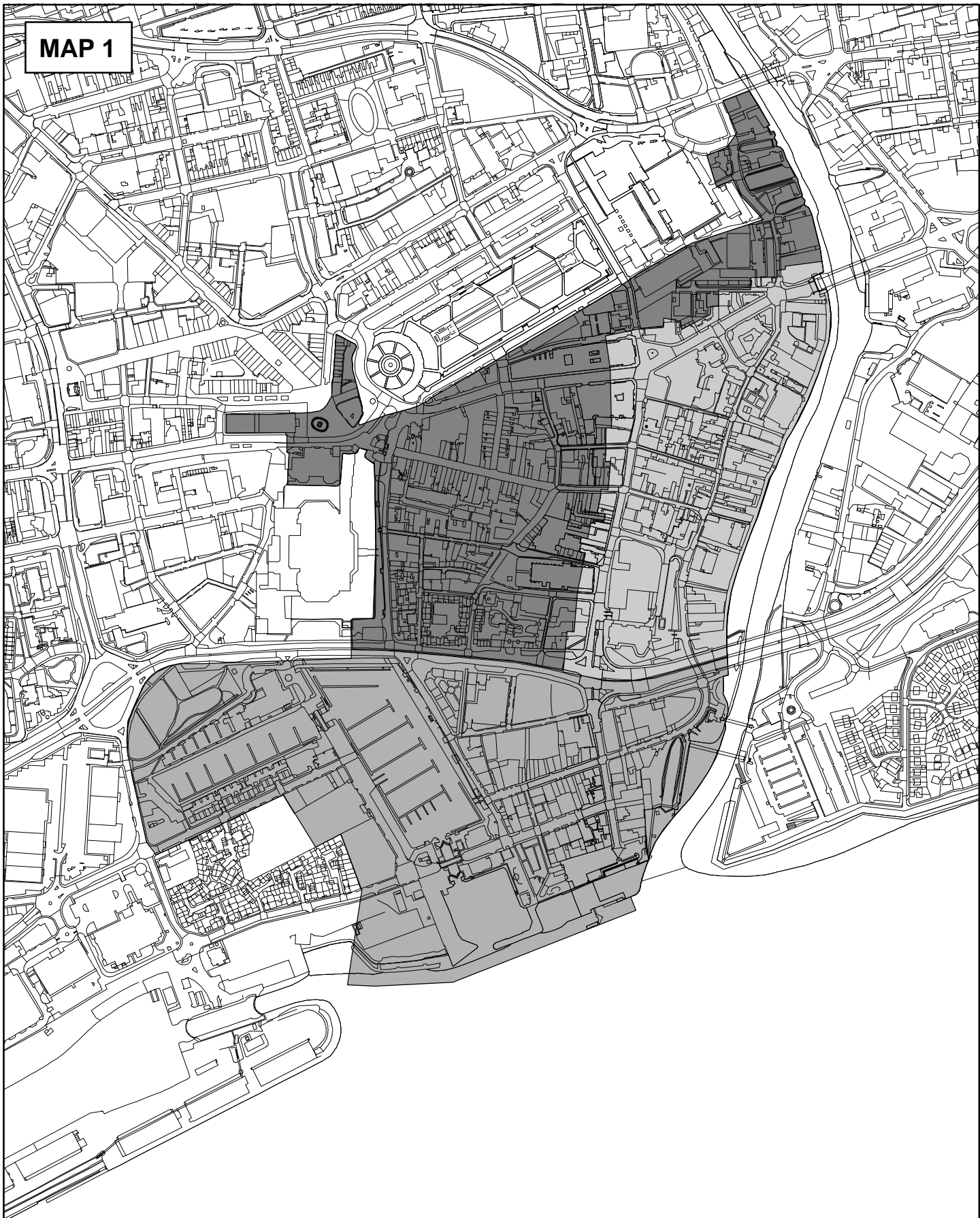
This character appraisal covers the Western and Northern part of the Old Town.




2. Introduction

- 2.1 Like the durable heartwood of a half-sawn tree trunk, the historic Old Town sits at the core of the modern City of Hull. The Town was planted on its present site nearly 750 years ago and over the course of time it has been nurtured and shaped to meet the various needs of successive generations. Each generation has left its own references or 'touchstones' to the past and it is the variety of overlapping clues to previous lives, events and land usage that gives the Old Town its local distinctiveness and special sense of place. 'Touchstones' to the past are therefore an essential ingredient in maintaining a sense of place, community and belonging. Consequently, future development and change within the Old Town should use the past to enrich schemes and make them relevant to the future. This does not mean, however, that new design has to replicate the old. Distinctiveness, memory and association can be achieved in a variety of ways including the use of traditional local materials and references to previous built forms and historic patterns. Such an approach can create new local distinctiveness and offer continuity in challenging, contemporary yet sympathetic ways.



MAP 1



-  Old Town Appraisal Area: Western & Northern Part
-  Old Town Appraisal Area: Central & Eastern Part
-  Old Town Appraisal Area: Southern Part



3. Background

- 3.1 The Old Town, named after the medieval town which occupied the core of the area, is located in the southeast corner of Hull City Centre in the Myton ward. It was designated by Hull City Council as a Conservation Area in 1973; recognised as outstanding by the DoE in 1975; and formally extended in 1981, 1986 and 1994 to include the north & south ends of High Street and most of the area between Castle Street and the Humber Estuary.
- 3.2 In area, the whole of the Old Town covers about 54 hectares (133 acres) and contains 158 Listed Buildings (about 35% of Hull's total stock of Listed Buildings). It also contains many other unlisted buildings of historic townscape value and is a major area of archaeological interest.

4. Topography

- 4.1 The Old Town Conservation Area occupies a flat low-lying site on the west bank of the River Hull and the north bank of the Humber Estuary. The land on which it sits is on average about 4.5m above sea level (Ordnance Datum Newlyn) and consists of post-Roman alluvial warp or, in the case of its eastern and extreme southern limits, of medieval and post-medieval reclaimed soils. Due to the lack of local relief, overall views of the conservation area are difficult to attain except from tall buildings such as the Prince's Quay Shopping Centre, Essex House and The Deep.

5. Archaeology

- 5.1 The Old Town has a rich archaeological heritage, dating mainly from the medieval and early post-medieval period when Hull was a major port and religious centre. The nature of the soils in which the archaeology is buried greatly assists the preservation of organic materials, such as wood and leather, and consequently the quality of archaeological deposits within this area is exceptionally good and nationally significant. As a result, and in recognition of it being one of the top 30 medieval towns in England, the Old Town was included within the English Heritage Urban Archaeological Strategies programme in 1997 and designated an area of archaeological interest in the Hull Local Plan (adopted May 2000).

6. History & Development

- 6.1 The present day city of Kingston upon Hull developed from a small 12th century settlement known as Wyke upon Hull. The original location of the settlement is unknown but it was probably situated at the mouth of the 'Auld Hull' (thought to be somewhere between Commercial Road/Manor House Street and Railway Street). Around about the mid-13th century the River Hull changed its main course, probably through artificial channelling, from the 'Auld Hull' in the west, to Sayer Creek in the east (which broadly followed the course of the modern River Hull). Archaeological evidence also suggests that the settlement of Wyke changed its location at about this time to what is now the Old Town.
- 6.2 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.

6.3 The limits of the new town occupied a much larger area than that of its predecessor and, from 1321-4, were 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 three sides of the town and followed the line of North Walls, Guildhall Road, Prince's Dock Street, Humber Dock Street and Humber Street. The side facing onto the River Hull was left open.

6.4 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 (Fig.1). 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 (Fig.1). Prior to this the mouth of the River Hull was only defended by a boom and chain stretched across at night and at times of danger. In 1627, the defence of the river mouth was further strengthened with the construction of the South End Fort or Battery (Fig.2).

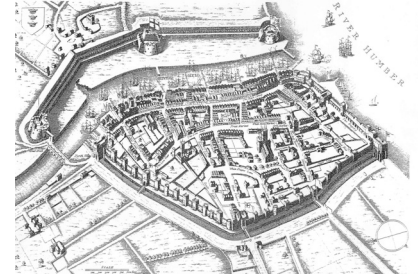


Fig.1 Town walls, 1640

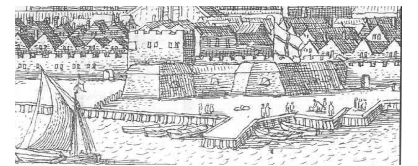


Fig.2 South End Fort, 1640

6.5 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 Hessle, Myton, Beverley, Low and North Gates.

6.6 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.

6.7 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. The most insanitary were in the courts and alleys of the Old Town. These were eventually condemned as unfit for human habitation and between 1899 and 1939 many were recorded photographically by the City's Health Department prior to their demolition. Although no examples of court housing now survive in the Old Town, several alleys do still survive, particularly in the area between Parliament Street, Lowgate, Alfred Gelder Street and Whitefriargate/Silver Street.

6.8 The clearance of insanitary dwellings was not the only change wrought upon the Old Town during the first half of the 20th century. Other changes included the creation of Queen Victoria Square; the laying out of Alfred Gelder Street; and the construction of several majestic buildings, such as The Guildhall (1904-16), The City Hall (1903-9), The Market Hall (1902-4) and the old General Post Office (1904-9).

- 6.9 During the Second World War (1939-45), major bomb damage within the Old Town was largely restricted to its southeast quarter. The central area suffered lightly in comparison and the only regrettable building loss was a small 17th-century Artisan Mannerist house in Dagger Lane.
- 6.10 After the Second World War, neglect and shifts in economic focus led to the number of people living and working in the Old Town to fall dramatically. Many buildings in the area subsequently became redundant and derelict. The situation was further exacerbated by the blighting effect of post-war Development Plans which envisaged considerable redevelopment within the area.
- 6.11 Fortunately, the 1970s saw a change in official attitude towards the area reflecting a national trend towards a greater recognition of the value of historic areas. Following the Civic Amenities Act, 1967, and pressure from local and national amenity societies, the City Council designated the Old Town as a Conservation Area in 1973. Shortly afterwards it produced the Old Town Report which recognised the potential of the area to be attractive to tourists and the desirability of encouraging people to come back to live in the area. It also recognised the need for financial assistance if the decline in the condition of property was to be halted.
- 6.12 A number of enterprising individuals showed the way in the late 1970s and early 1980s with the imaginative reuse of redundant buildings, including most notably the conversion of an old dock side warehouse into the Waterfront Hotel and Club at Prince's Dock Street. At the same time the success of new housing developments and residential conversions by housing associations and private developers showed that people did want to live in the Old Town.
- 6.13 The City Council assisted such schemes by making available buildings and sites in its ownership, assembling land, and pursuing sources of grants. As a result, derelict and redundant buildings are now few in number, many historic buildings have either been converted to new uses or rehabilitated and the number of people living, working and visiting in the Old Town has risen.

7. Streetscape

7.1 Historic Street Pattern

7.2 The significant street pattern, with a few exceptions, is largely medieval in origin and is remarkably intact (although none retains its original name (see Appendix 1)). The oldest street is High (formerly Hull) Street and at the earliest stage of its history was a bustling and thriving quayside, with the River Hull immediately to the east. Wealthy merchants on the west side of the street thus enjoyed wharfage on the river bank opposite their land. The river frontage was gradually moved over 80m to the east over a period of five centuries by deliberate campaigns of land reclamation, creating the land on the east side of High Street and a narrower, deeper river channel further to the east. Although High Street still retains its original sinuous character, its continuous line has been disrupted by Alfred Gelder Street (a broad thoroughfare laid out, along with Queen Victoria Square, at the beginning of the 20th century) which separates the north end of High Street (now known unofficially as 'Little' High Street) from the rest.

7.3 Early access to the river was provided by both common and private jetties known as staiths (from Old English *staeth*, Old Norse *stoth* = landing-place). As the river

frontage moved the staiths gradually evolved into narrow lanes and wharfs, as at Blaides Staithe and Alexandria Wharf.

7.4 Overall, the medieval street pattern is a combination of natural development, dictated by sinuous watercourses such as the River Hull and the old Wycotedyke (which roughly followed the line of Sewer Lane/Fish Street/King Street/Trinity House Lane/Land of Green Ginger and Manor Street) and planned development, based on a grid system, following the town's acquisition by Edward I in 1293.

7.5 For much of their history, the medieval streets were enclosed within a town wall, constructed mainly in the late 14th- and early 15th-century. Although the wall between the North Gate and Myton Gate was demolished between 1774-91, to allow for town expansion and construction of the town's first enclosed dock (known in succession as The Dock, Old Dock & Queen's Dock) its line is preserved by three Georgian streets: North Walls, Prince's Dock Street & Guildhall Road (originally the legal quay for Queen's Dock between 1778 and 1930).

7.6 Historic Street Name Signs

7.7 Surviving examples of historic street name signs make a significant contribution to the general charm and character of the appraisal area through variations in design, materials and lettering. They also add richness and variety to the street scene and help maintain a sense of place and historic continuity. Such signs should be retained wherever possible, therefore, and missing signs, especially from many of the old courts, alleyways and entries, should be reinstated as and when opportunities arise using original designs, materials and lettering.

7.8 Historic Street Furniture

7.9 Like historic street name signs, historic street furniture also adds charm, character, richness and variety to the street scene. Unfortunately, such furniture is now rare within the appraisal area which makes the retention of the few surviving examples, such as the standpipe on North Church Side, all the more important. Some surviving 'street furniture' is also of historical importance, such as the two hole covers (bearing the legend of 'HHPCo') at Charlotte Street. The initials HHPCo stand for the Hull Hydraulic Power Company. Hull was the first town for which an Act of Parliament was obtained to allow the construction of a large and cohesive hydraulic power supply network. The system was in use for 71 years, from its official opening in 1876 to its closure in 1947.

7.10 Modern Street Furniture

7.11 A variety of modern street furniture exists throughout the appraisal area ranging in date, design and quality. Although quality street furniture can play an important role in placemaking and enriching the Old Town, it should always take into account the wider townscape context and setting, as well as materials, durability and maintenance, and should be kept to a minimum to reduce clutter.

7.12 Historic Paved Surfaces

7.13 Several original historic paved surfaces survive within the appraisal area and all make a major contribution to the character and appearance of the streets concerned. Given their limited number, and the total loss of other traditional paved

surfaces from the area, such as tarred wood block, their retention, maintenance and restoration are highly desirable.

- 7.14 Probably the oldest paved surface to be seen is situated at the Dock Office Row entrance to Hull College car park. This is paved with small cobbles (rounded stones) (Fig.3) and was first laid in the late-18th century and last re-laid in 2004. It is also now the last surviving example of a type of paving once commonly used in the Old Town between 1300 and the mid-18th century.



Fig.3

- 7.15 From the mid-18th century, cobbles began to be replaced with raised pavements of interlocking York stone slabs, granite or York stone kerbs and kerbside channels, and carriageways of mostly square or rectangular granite setts. Examples of this type of paving, in varying degrees of completeness and repair, can be found mainly in the narrower streets of the southern half of the appraisal area and its northern spur, where their presence reinforces the historic character.
- 7.16 Detail such as historic wear should also be retained wherever possible. It provides a tangible touchstone to the past and contributes to a distinct sense of place. Good examples of historic wear can be seen at Duncan's Place (off Manor Street), where wheel ruts have worn into the kerbside channels, and on the alley step (between two 'pinch-point stones') off Exchange Alley.

7.17 Modern Paved Surfaces

- 7.18 A variety of modern materials are used throughout the appraisal area to pave surfaces, the commonest being wall-to-wall block or brick paving, laid in a herringbone bond, and small square paving slabs. In both cases their use in pedestrianised zones has seriously detracted from the appearance and character of the area and led to the fragmentation of the streetscape by removing the established relationship of footways, kerbs and carriageway. Further extensive use should therefore be avoided and, as opportunities permit, should be progressively phased out wherever possible in favour of traditional paving materials e.g. York stone or granite setts. If the introduction of new surfacing materials is unavoidable, the texture or colour should be sympathetic to the setting. Good examples of this exist at 'Little' High Street and Manor Street where hewn Portuguese granite has been used.

8. Greenery

- 8.1 Due to the dense urban nature of the appraisal area, little greenery exists except for that on some boundary treatments and that provided by a small number of grassed areas, trees and planters. Most of the trees are small or semi-mature specimens planted in urban groups. The only mature trees to be found are at Holy Trinity churchyard. In the summer months, additional greenery and colour is provided by a number of flower baskets (Fig.4).



Fig.4

- 8.2 Trees constitute an important asset within the Old Town by adding movement, colour, contrast and seasonal interest. They also introduce a distinct quality of light and sound into the urban environment. The retention and maintenance of trees within the appraisal is therefore highly desirable, as is the sensitive planting of new ones.

9. Urban Spaces

9.1 The appraisal area contains four very differing urban spaces:

9.2 Queen Victoria Square

9.3 Queen Victoria Square was created at the beginning of the 20th century to display the confidence and aspirations of the newly created City. Shortly after its creation a fine monument to Queen Victoria was erected in the centre of the Square and in 1922 a suite of underground public toilets was provided beneath it. Both structures are now Listed and still provide the central focus for the Square. In 1987, the Square underwent a dramatic change, as part of the City Centre Pedestrianisation Scheme, when it was transformed from a busy vehicular traffic hub to a spacious pedestrian hub between the Old Town and the modern City Centre. Although spacious the Square has a somewhat sterile appearance due to a lack of greenery, its bland expanse of wall-to-wall block paving and its overuse of bollards and lampposts.

9.4 Beverley Gate & 'Monument Bridge'

9.5 This urban space was completed in 1990 and features at its heart an amphitheatre designed to display important archaeological remains. Interest is created by not only the amphitheatre but also the presence of several trees. The general ambience of the space is spoilt, however, by street clutter and the lack of care/maintenance for the archaeological remains/amphitheatre (Fig.6).

9.6 Prince's Dock Side

9.7 Created at the beginning of the 1990s, this urban space features, delineated in the block paving, the line of the medieval town wall, a postern and three of the four interval towers which originally stood between the Beverley Gate and the Myton Gate. When initially created, the promenade was fairly lifeless but its recent use for outside seating for nearby eating and drinking establishments has created more of a continental-style atmosphere. Its waterside location, with views over the old dock, also gives it a maritime air. The retention of the old ashlar dock walls and mooring posts also reinforces this air as do the distant views to the marina, Humber and Hull Maritime Museum.

9.8 Trinity Square

9.9 The narrow intimate streets of the Old Town give way at this point to a wide open urban space created at the end of the 19th century when Priests' Row, on the east side of King Street, was demolished and the west end of Holy Trinity churchyard was much reduced in size. Colloquially known for many years as The Market Place, after its use as such, it was redesigned in 1999 from a bland open space to an inviting oasis (recognised in 2002 as one of the country's top 10 successfully designed urban spaces). Although the twice weekly market has been displaced from the Square, its vitality is retained by its peripheral use for outside seating by nearby café bars and public houses, a use which also gives the Square a continental-style atmosphere.

10. New Urban Spaces

- 10.1 Well designed urban spaces can make a positive and welcome contribution to the character and interest of an area and opportunities to create new spaces should not be overlooked.

11. Public Art

- 11.1 The appraisal area contains several examples of public art which covers a wide range of creative endeavour from the 19th and 20th centuries and includes bronze and stone statues, ornate metal gates, free-standing works and part of the famous fish pavement (Fig.5)



Fig.5

- 11.2 The potential for new public art is considerable and it has an important role to play in placemaking and enriching the public realm. Any new public art should, however, avoid creating undue clutter and take into account the wider townscape context and setting, as well as materials, durability, lighting, visibility from all directions and maintenance.

12. Public Archaeology

- 12.1 Archaeological remains on display to the public are limited to one site at the west end of Whitefriargate. Opened in 1990, this historic site displays for public view the northern half of the 14th-17th century Beverley Gate and a 10.5m length of the late 14th or very early 15th century town wall (Fig.6).

- 12.2 The Beverley Gate is a nationally important site. It was here on 23rd April 1642 that Sir John Hotham, the governor of Hull, refused entry to King Charles I – an act of defiance on behalf of Parliament which made the English Civil War inevitable. It was also outside this gate that Sir Robert Constable, the rebel governor of Hull during the Pilgrimage of Grace, was hung in chains in 1537. Noteworthy too is the remnant of the medieval town wall. An estimated 4.7 million bricks went into constructing the full town wall, the most extensive brick structure in medieval England.



Fig.6 Beverley Gate

12.3 To the north and south of the Beverley Gate, the line of the medieval town wall is delineated in block paving. That to the south, between Warehouse 6 and Bridge Chambers, also delineates a postern and three of the four interval towers which originally stood between the Beverley Gate and the Myton Gate.

13. **Buildings**

13.1 The Old Town Conservation Area contains a rich mix of buildings contrasting in scale, style and function. Maps 2-6 show the location of buildings and structures within the appraisal area which are:

- Listed by the Secretary of State for Culture, Media & Sport as of special architectural or historic interest (Map 2, page 11);
- Unlisted but considered to be of historic townscape value and to contribute to the character of the Conservation Area (Map 3, page 12);
- Unlisted but considered to be of positive modern townscape value and to contribute to the character of the Conservation Area (Map 4, page 13);
- Unlisted and considered to be of neutral modern townscape value and to not detract from or contribute to the character of the Conservation Area (Map 5, page 14); and
- Unlisted and considered to be of negative modern townscape value and to detract from the character of the Conservation Area (Map 6, page 15).

13.2 Within the appraisal area, the majority of the Listed and unlisted buildings of historic townscape value date from the Georgian and Victorian period (1714-1901). Rarer survivals do survive, however, such as:

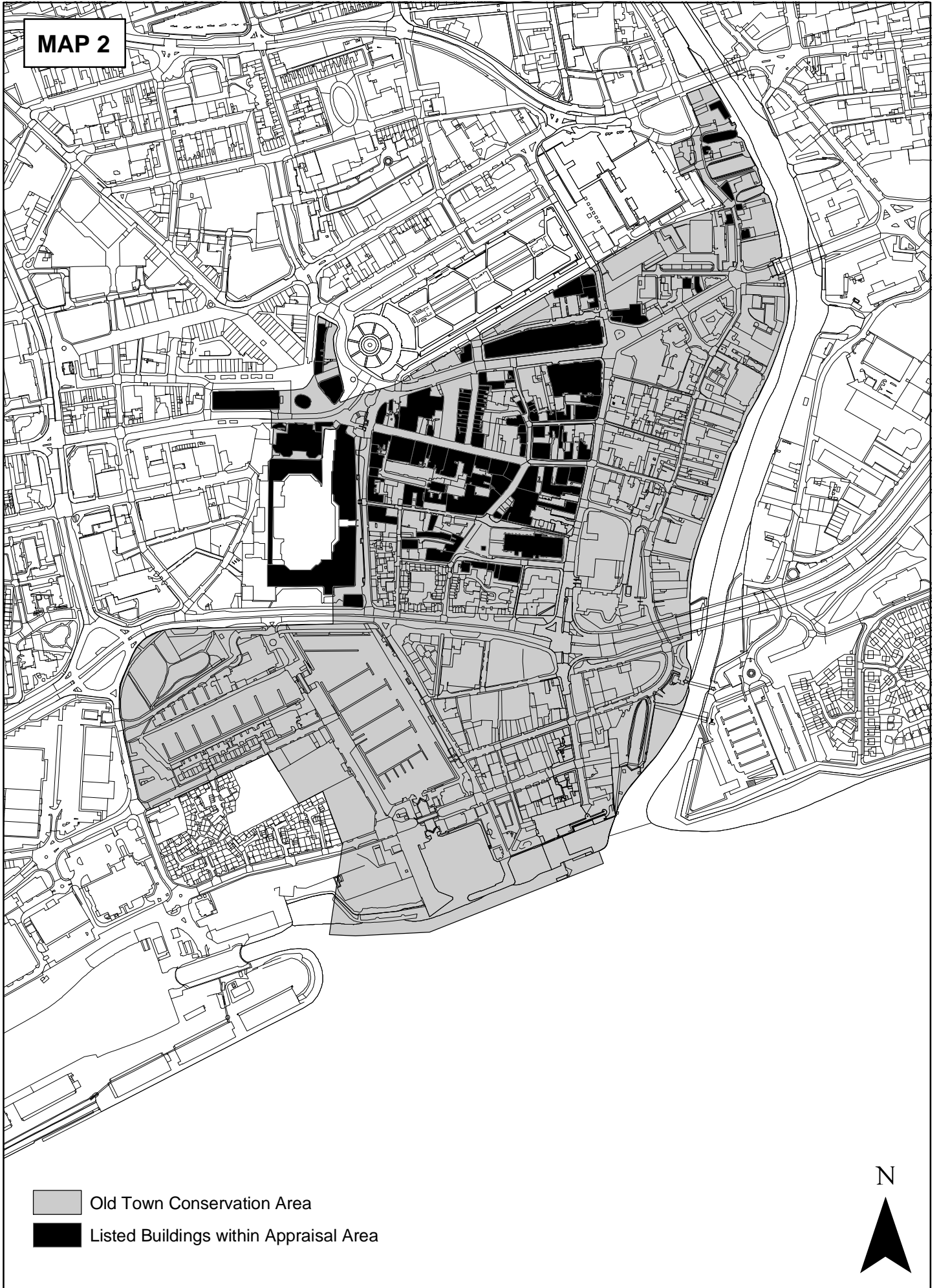
- Holy Trinity church, King Street (Fig.7) – a medieval building dating largely from c.1300-1425 and the largest parish church, by area, in England;
- Hands-on History Museum, The Old Grammar School, South Church Side – a Tudor building dating from 1583-85. Formerly designated as a Scheduled Ancient Monument in recognition of its national importance; and
- Ye Olde White Harte, Silver Street – a Carolean building dating from c.1660s.





Fig.7 *Holy Trinity church*

13.3 Modern buildings which do not respect the scale, massing or materials of traditional development, are fortunately few in number.

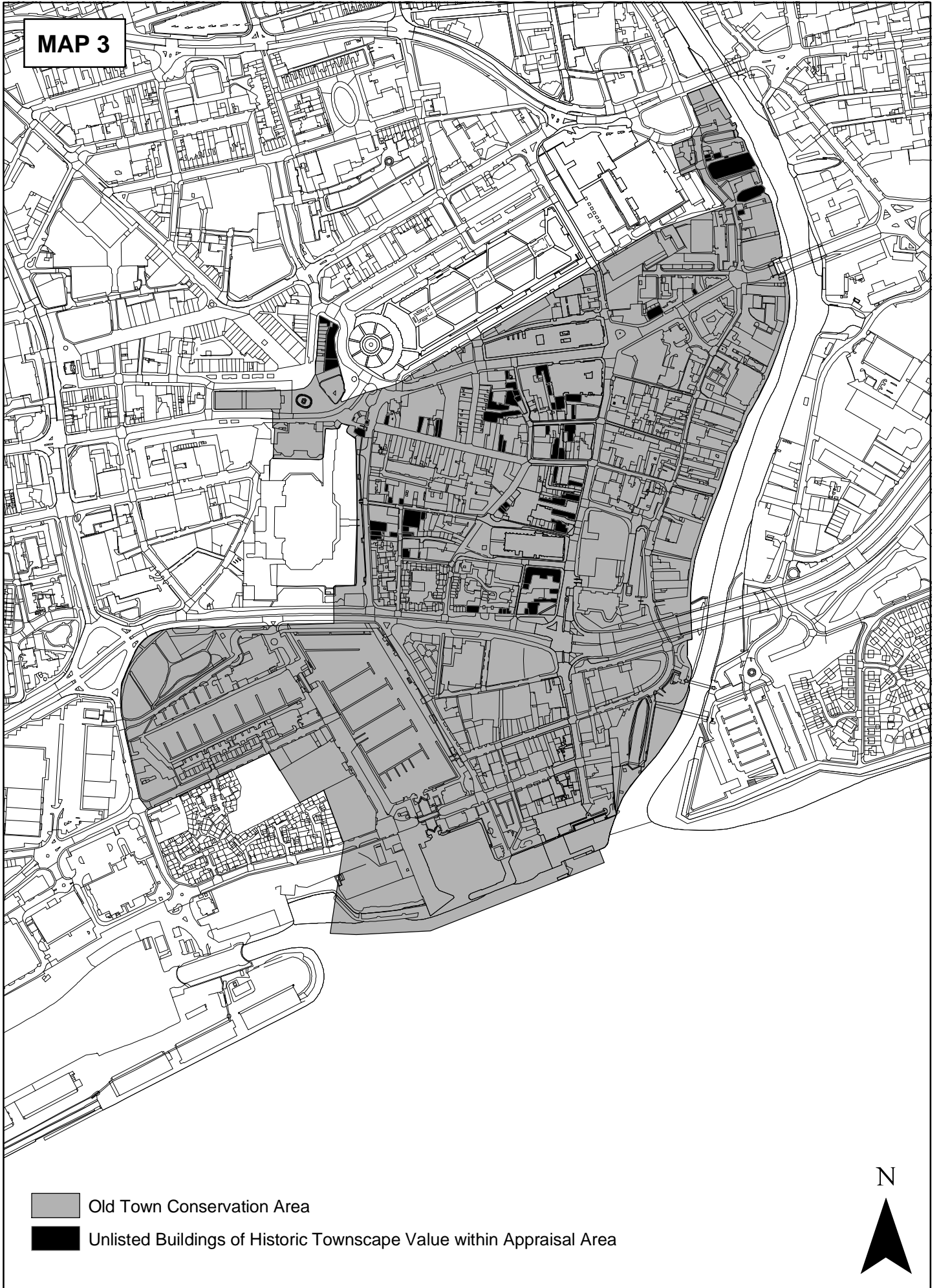
MAP 2



-  Old Town Conservation Area
-  Listed Buildings within Appraisal Area



MAP 3

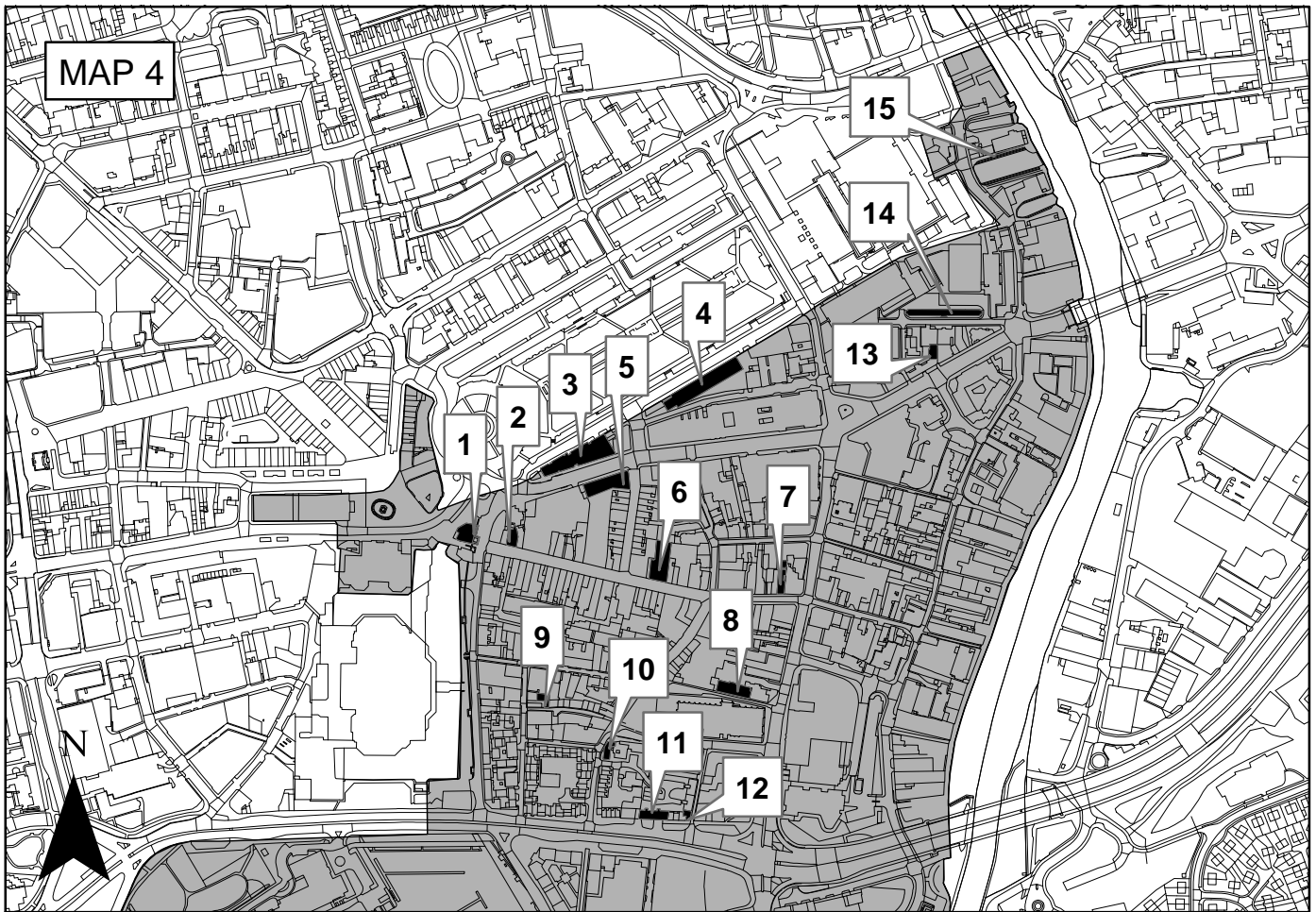


Old Town Conservation Area



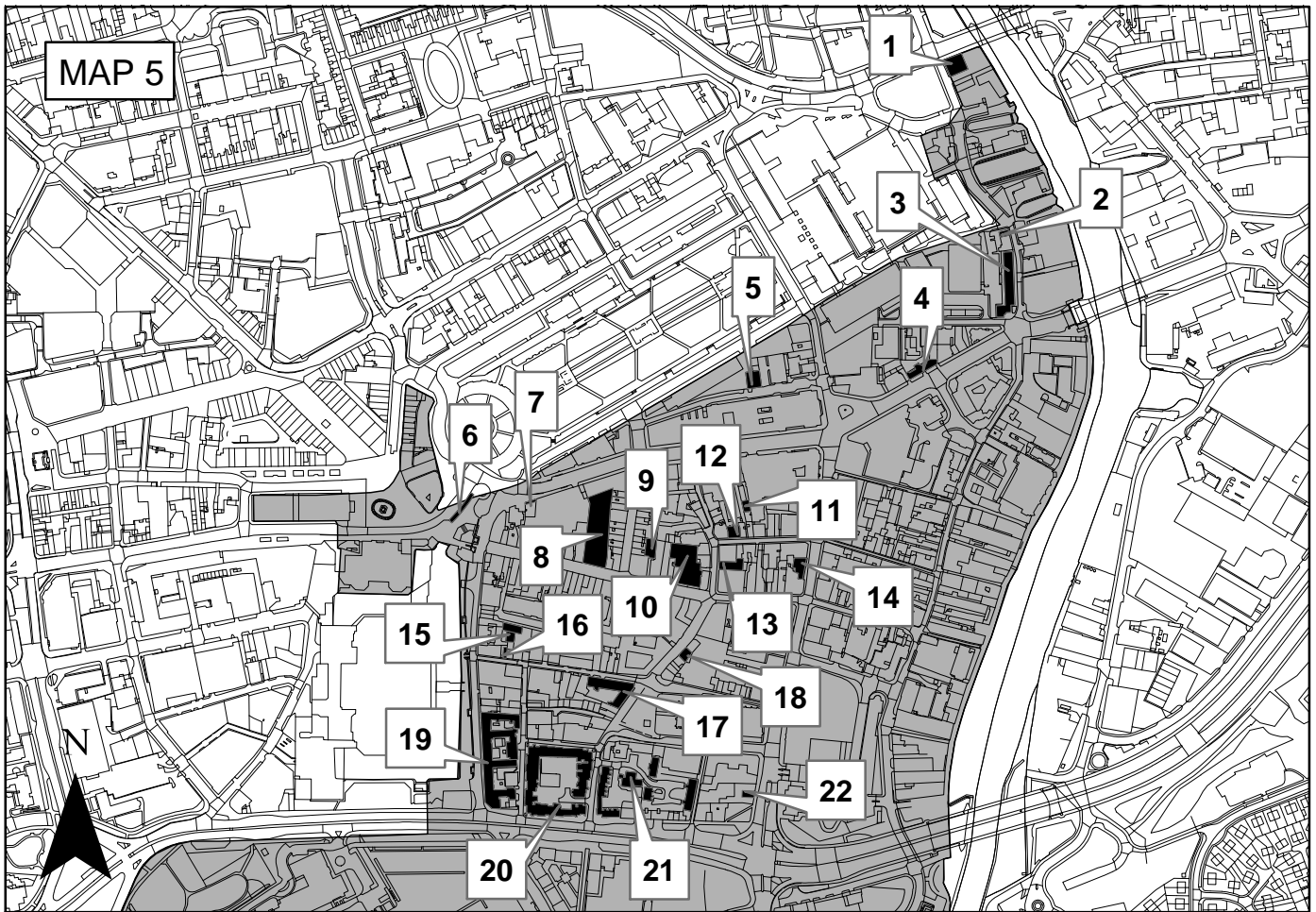
Unlisted Buildings of Historic Townscape Value within Appraisal Area





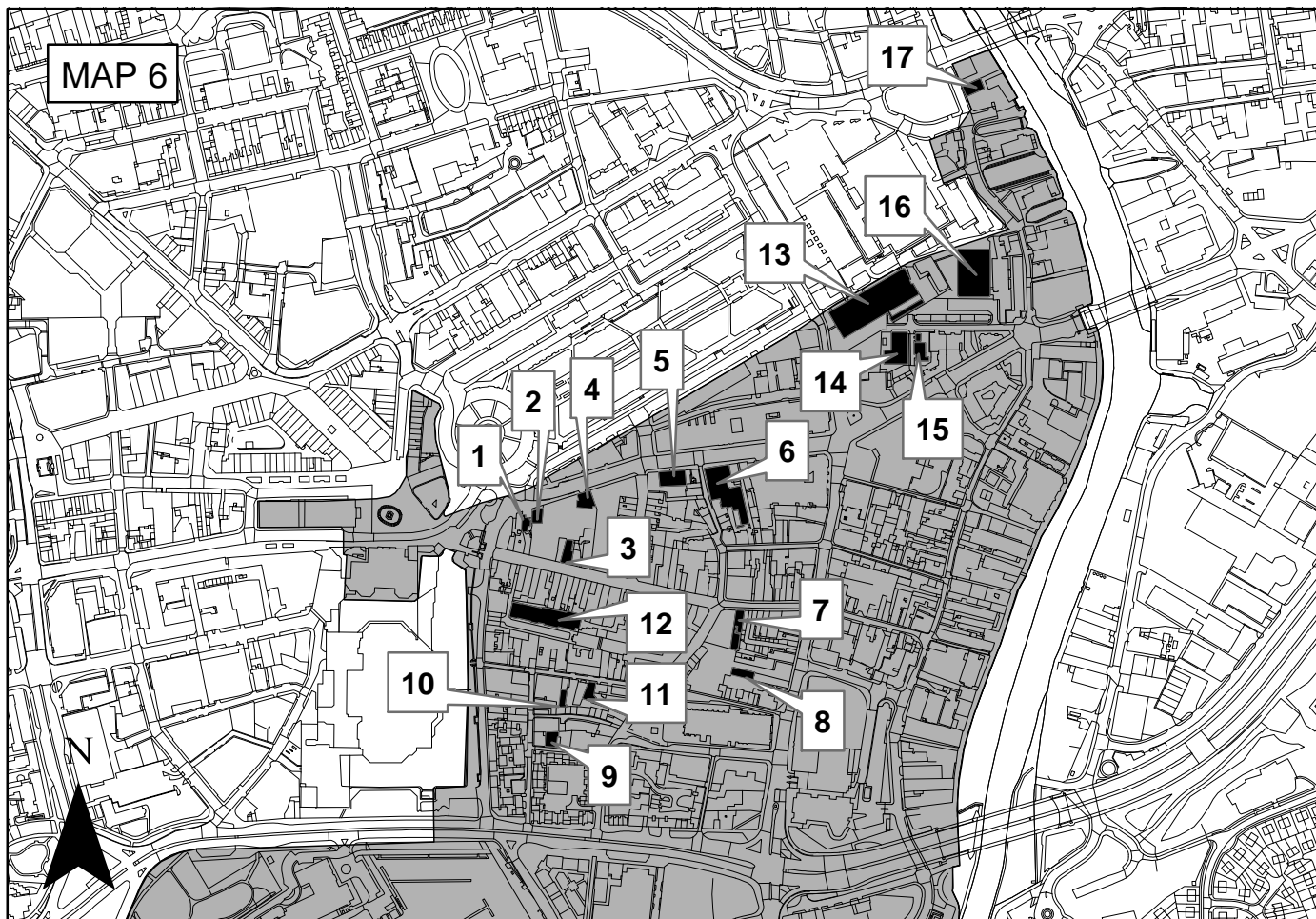
Modern Buildings of Positive Townscape Value within Appraisal Area

- 01. Beverley Gate Amphitheatre, 'Monument Bridge'
- 02. 37-8 Whitefriargate
- 03. Queen Victoria House, Alfred Gelder Street
- 04. City Treasury, Guildhall Road
- 05. Littlewoods, Alfred Gelder Street
- 06. 57-60 Whitefriargate
- 07. 29-30 Silver Street
- 08. 7-10 North Church Side
- 09. 2 Prince Street
- 10. 1-11 Fish Street
- 11. 30-52 Castle Street
- 12. 60-64 Grammar School Yard
- 13. 1-47 Alfred Gelder Street (Schofield House elevation only)
- 14. 2-60 Salthouse Lane
- 15. 'Scotch' type derrick, Dock Office Row



Modern Buildings of Neutral Townscape Value within Appraisal Area

01. 18 Wincolmlee
02. 204 High Street
03. 190-200 High Street
04. 1-47 Alfred Gelder Street (Alfred Gelder Street elevation only)
05. Guildhall Boilerhouse, Hanover Square
06. Bus Shelter, 'Monument Bridge'
07. 22 Alfred Gelder Street (facade only)
08. 51 Whitefriargate
09. Building to rear of 10, 11 & 12 Parliament Street
10. 64-66 Whitefriargate (except facade (see Map 3))
11. Pathway House, The Pathway
12. 13-14 Bowlalley Lane
13. Natwest Bank, Land of Green Ginger
14. 44-46 Lowgate
15. Outbuildings, Thornton's Square
16. Bridal Hire & Sales Shop, Posterngate
17. Andrew Marvell House, King Street/Posterngate
18. 13-15 Trinity House Lane
19. Lisle Court
20. Trinity Court
21. Grammar School Yard
22. King William public house, Market Place (central building only)



Modern Buildings of Negative Townscape Value within Appraisal Area

01. The Empress public house, Alfred Gelder Street (extension only (see Map 3))
02. 22 Alfred Gelder Street (except facade (see Map 5))
03. 45 Whitefriargate
04. Marks & Spencer collection bay, Alfred Gelder Street
05. Elsworth House, Alfred Gelder Street
06. Essex House, Alfred Gelder Street
07. 10-11 Silver Street
08. Trinity Market service bay, off Market Place
09. 12-14 Robinson Row
10. Building to rear of 8 Posterngate
11. 5 Posterngate
12. Trinity House School*, Trinity House Yard
13. Hull School of Art & Design, North Walls
14. Hull College Annex, Salthouse Lane
15. Electricity Sub-station, Salthouse Lane
16. Hull College Construction Workshop, North Walls
17. 10 Wincolmlee

* Historic building severely mutilated by modern alterations and additions

14. Skyline Landmarks

14.1 The lack of local relief is broken by several landmarks that punctuate the skyline. These not only contribute interest and variety to views within and without the Old Town but also add to a distinct sense of place. The most significant skyline landmarks are:

- New North Bridge House (Charlotte Street);
- The turrets of the City Record Office (Lowgate) and the Yorkshire Bank (Queen Victoria Square);
- The roof sculpture 'Maritime Prowess' on the Guildhall (Alfred Gelder Street);
- The domes of the City Hall (Queen Victoria Square) and Hull Maritime Museum (Queen Victoria Square); and
- The towers of the Market Hall (North Church Side) and Holy Trinity church (Trinity Square) (Fig.8).



Fig.8

14.2 Views and vistas of the above landmarks from various streets also aid pedestrian navigation, especially for tourists and visitors, in what is Hull's principal tourism area. For this and the reasons mentioned earlier, it is important that such views and landmarks are preserved and accentuated in order to generate greater cultural awareness and civic pride.

15. Traditional Building Materials

15.1 The predominant building material of the Old Town is red brick. Stone is also used as a building material but is generally reserved for large impressive buildings and dressings of lesser buildings.

15.2 The use of brick for building in the Old Town is attested from the late 13th century onwards, although most domestic buildings were constructed using clay- or turf-walls. The use and local manufacture of bricks, one of the earliest recorded in England, was influenced by the lack of good building stone hereabouts, the abundance of local clay deposits and the trading and cultural links with the Hanse and Low Countries – where brick making was reintroduced in the 12th century.

15.3 Throughout the medieval period, the predominant use of locally manufactured bricks, or 'wall-tiles' as they were called, was for major public works and buildings such as the town wall and gaol house, some specialised buildings such as warehouses, and parts of religious buildings such as Holy Trinity church. Bricks were also employed in the construction and repair of many domestic buildings increasingly from the 15th century onwards. The quantities used for the latter, however, suggest that they were in the main timber-framed with bricks being utilised only for the footings, for chimneys, or, in the case of better houses, for infilling stud partitions. Such partitions still occasionally come to light during the restoration of buildings.

15.4 Documentary evidence shows that one or two individual medieval domestic buildings were built of stone, but these were very much the exception. Many of the major public and religious brick buildings of the time also used stone dressings. The favourite type of building stone employed in the medieval town was an oolitic limestone known as Cave Oolite, which was quarried at Cave and at Newbald (some 20km to the west). Occasional use was also made of a more attractive

Magnesian Limestone which was shipped from the Huddleston quarries near Tadcaster (some 60km to the north-west), or of various sandstones which were brought from either the North Riding of Yorkshire, or from the Nottingham area.

- 15.5 From the 17th century onwards, the fashion for brick buildings with stone dressings spread to other tiers of society, where, particularly amongst the middle classes of the 17th century, a distinctive style developed known as Artisan Mannerism. The latter bears much in common with the free classical style flourishing in Holland after 1600. It is similarly characterised by curved gables, triangular and segmental pediments, massive pilasters and an individual approach to classical detail achieved by a skilful use of moulded and cut brickwork in conjunction with limited stonework.
- 15.6 From medieval times, many brick buildings would probably have been coated with a lime wash, once a common and almost universal practice. From the 18th century, stucco was fashionable as a protective and decorative treatment and several examples of stucco work can still be seen around the Old Town, such as on Trinity House. Examples of other decorative treatments, popular during the 19th and 20th century, can also be seen including polychrome brickwork (i.e. brickwork of two or more colours), lead, faience, terracotta, half-timbering, pargetting (decorative plasterwork) and polished stone.
- 15.7 The complete use of stone for building in the Old Town was rare until the beginning of the 20th century when it was used to great effect in the construction of several imperial buildings, such as the Guildhall and the old General Post Office. The favourite types of building stone employed at this time include Sandstone, Portland, Bramley Fell and Ancaster.

16. Traditional Roofing Materials

- 16.1 The predominant traditional roof coverings of the Old Town are clay pantiles and Welsh slates (Fig.9). Rarer traditional coverings also occur and include copper, lead, 'Rosemary' tiles and Westmoreland slates.



Fig.9

- 16.2 The use of clay tiles to roof buildings in the Old Town is attested from the late 13th century onwards. The relative paucity of tile fragments in the early archaeological record, however, combined with documentary evidence, suggests that the use of thatch or shingles (wooden tiles) predominated throughout the medieval period.
- 16.3 The main type of tiles in use were flat rectangular peg tiles, which were secured to the roof either by a projecting nib, or by one or more nails, and laid in a treble-lap pattern. The quantities involved to completely roof a building could be enormous, for example, in 1454-5 one new house required 16,500 roof tiles. In addition to the peg tiles, the roof ridges would have been covered in ridge tiles, and ornamented with the occasional louver, finial or ventilator tile – all of which would have been made locally.
- 16.4 The use of stone slates is also attested from the late 13th century onwards. These are not local products but are Collywestons, slates fashioned from a fissile, sandy limestone quarried from the Stamford area. The numbers of such slates found on secular archaeological sites is, however, generally small. This may indicate that

they were not used to completely cover a roof but were used instead along eaves, in combination with thatch or tiles, or around smoke outlets in thatched roofs.

- 16.5 In the mid-17th century imported pantiles ('S' shaped clay tiles) from Holland became fashionable and their demand prompted local manufacture in the following century. Unlike the earlier flat tiles, pantiles could be laid in a single-lap pattern. Although peg tiles were still in use at this date, they were gradually supplanted by the new pantiles which had the economic advantage of requiring a lighter and less steeply pitched roof. Pantiles are still locally produced at Barton upon Humber.
- 16.6 By the end of the 18th century imported Welsh slates also became popular. Because of their expense though it was once common practice amongst some householders to slate the front roof slope only and cover the less visible rear roof slope and/or wings with pantiles. An example of this practice can be seen at Blaydes House, High Street where the main range is roofed with slates and the rear wing with pantiles (Fig.9). With the advent of improved rail transport in the 19th century, however, this practice gradually died out as slate became cheaper and more economic to transport.

17. Traditional Windows

- 17.1 The appraisal area has a rich tradition of different window styles, designs and materials from various periods of history. The predominant type of traditional window is the timber framed sash, invented about 1670. Early sash windows had numerous panes and thick glazing bars. As mass-produced glass became available from 1838, glazing bars became thinner and the 4-over-4 pane design became popular, followed by the 2-over-2 configuration and finally, the 1-over-1 design. The majority of the sash windows within the appraisal area are rectangular but other forms are also present including round-headed, Venetian and Diocletian (Fig.10). Other types of traditional windows present within the area include metal and timber framed casements and stone tracery, some of which contain stained glass and leaded lights. All these window types are important historically and should be conserved.



Fig.10 *Traditional windows along Parliament Street & Whitefriargate*

18. Character Zones

- 18.1 The appraisal area has been divided into 10 character zones (see Map 7, page 27):
- 18.2 Zone 1: Savile Street, Queen's Dock Avenue, New Cross Street, Queen Victoria Square, 'Monument Bridge', Alfred Gelder Street, Quay Street, Guildhall Road, Hanover Square & Lowgate (north end).**
- 18.3 This zone has a largely civic character, an imperial air and a lingering maritime resonance. Running through the heart of the area is Alfred Gelder Street, a broad and busy thoroughfare laid out in the early years of the 1900s as part of a larger road improvement scheme designed to clear away decayed property, slums and narrow congested streets. At its western terminus is Queen Victoria Square, laid out 1900-1 to display the confidence and aspirations of the newly created City. Shortly after its creation a fine monument to Queen Victoria was erected in the centre of the Square and in 1922 a suite of underground public toilets was provided beneath it. Situated around the square are a majestic collection of buildings (which, unlike many others in the City Centre, narrowly escaped destruction during the Second World War): The City Hall, 1903-9; The Punch Hotel, 1896; The Ferens Art Gallery, 1924-7; Monument Buildings, 1907-8; The Yorkshire Bank, c.1900 & 1916 and The Hull Maritime Museum (formerly the offices of the Hull Dock Company), 1867-71. In 1987, the Square underwent a dramatic change, as part of the City Centre Pedestrianisation Scheme, when it was transformed from a busy vehicular traffic hub to a spacious, if somewhat bland, pedestrian hub between the Old Town and the modern City Centre.
- 18.4 The City Centre Pedestrianisation Scheme also saw the diversion of the west end of Alfred Gelder Street into Queen's Dock Avenue and the creation of a bus lane over 'Monument Bridge' - a vestigial name referring to the Whitefriargate Lock bridge, which occupied the site between 1829-1932, and the Wilberforce Monument, which was originally erected nearby in 1834 (and now located at Wilberforce Drive in front of Hull College). During the course of the pedestrianisation works, parts of the sub-structure of the last bridge (built in 1905) were exposed and three of its T-shaped piers are now on public display opposite the remains of the Beverley Gate at the west end of Whitefriargate. Like Queen Victoria Square, Alfred Gelder Street is provided with its own set of magnificent buildings. The grandest of these, The Guildhall (built 1904-16), dominates half the north side of the street between Lowgate and Queen Victoria Square. Its counterpart on the south side, the former General Post Office (built 1908-9 and extended c.1936), is about half the size of The Guildhall. Its grandeur is no less, however, and both buildings create an imperious gateway and a strong sense of enclosure. Between the latter two buildings and Queen Victoria Square the street is less majestic, its grandeur reduced by the loss of the 1902-4 Baroque revival Police Station formerly on the corner with Parliament Street (demolished in 1979 except for the rockfaced granite plinth, reused in the extension to Littlewoods, and two entrance ways onto Parliament Street) and the earlier construction of two modern office blocks: Essex House and Elsworth House.
- 18.5 Running north of Queen Victoria Square is Savile Street. This street is named after Sir George Savile, an original shareholder in the Hull Dock Company which in 1774 obtained an act to build the town's first enclosed dock (Queen's Dock), opened in 1778 and closed and infilled in the early 1930s to form Queen's Gardens. As part of

the original dock works several new streets were laid out around 'The Dock' (as Queen's Dock was originally known) including Savile Street. This was as a precursor to developing a Georgian New Town adjacent to the medieval Old Town. Although the street has lost many of its Georgian buildings, it does fortunately retain one terrace of twelve three-storey houses (now shops) on its eastern side. In terms of design and scale, these buildings are an important early survival of the City's planned redevelopment in the late 18th century.

18.6 Other important survivals dating from when Queen's Dock was in operation include a small number of maritime related buildings: The magnificent former offices of the Hull Dock Company (now the Hull Maritime Museum), 1867-71; Dock Office Chambers (former late 19th-century shipping company offices); The Warren (former late 19th-century yard and dockside offices); The Empress Public House, a converted mid-19th century warehouse re-fronted and reduced in length in 1903; and the City Record Office, Hooper Building & Hull Business Centre, three converted mid- to late 19th-century warehouses. A further bank, adjacent to the latter, was demolished in the late 1980s to make way for the Hull City Council Treasury Building (opened in 1989). In terms of design and function, the surviving dock side buildings are an essential element in determining and maintaining the maritime character of the Old Town, as well as being an important reminder of the now infilled Queen's Dock.

18.7 Zone 2: Prince's Dock Street & Trinity House Yard.

18.8 This zone partly has the character of a modern recreational waterfront and partly a 19th-century dock side street. Pervading this is a seafaring air. Historically the street follows the western line of the medieval town wall between the Beverley Gate, part of the remains of which can be seen on public display at the west end of Whitefriargate, and the Myton Gate, now buried beneath the north carriageway of Castle Street. The street developed after the demolition of this section of walling between 1784 and 1791. By 1817 it had buildings on both sides of the carriageway and was known as New Dock Street – on account it led to the New Dock (opened in 1809 and later known as Humber Dock). After a short time, however, all the buildings on the west side of the street were demolished to facilitate the construction of the town's third dock. This dock was opened in 1829 and called Junction Dock. To reflect the new topography of the area, New Dock Street became known as Junction Dock Street and officially, in 1861, as Prince's Dock Street (7 years after the dock was formally renamed in honour of the royal visit by the Prince Consort in 1854).

18.9 Prince's Dock closed to commercial traffic in 1967 and although a number of historic buildings have been lost at the southern end of the street, sufficient survive to maintain the character and feel of a late Georgian/early Victorian dock side street. The surviving buildings include former shipping offices (Prince's Dock Chambers and Colonial Chambers), almshouses for distressed mariners and their families (Roland House and the gatehouse to Trinity House School) and warehouses (The Waterfront Hotel). A dock side tavern, formerly known as 'The Royal Oak', also survives on the corner with Posterngate where it continues to ply its trade under the name of 'The Quayside'.

18.10 The dock side also retains some of its historic character with the retention of the ashlar dock walls, mooring posts and the former warehouse No.6 (at the southeast corner of Prince's Dock). The old dock side wooden setts, railway tracks and sheds

have all disappeared, however, to be replaced by an early 1990s block paved promenade with outside seating areas for eating and drinking from nearby establishments. This has created a modern and pleasant recreational waterfront overlooking Prince's Dock and the vast Prince's Quay Shopping Centre within it (a building constructed on stilts between 1987-90).

18.11 Although Prince's Dock is now landlocked and ship-less, the area still nevertheless manages to retain a strong seafaring air. Many factors contribute towards this including the roof design of the Prince's Quay which is held up by an exposed structure of posts and cables - echoing the masts and rigging of sailing ships; surviving maritime related buildings; distant views of the marina and Humber and the Trinity House School in Trinity House Yard (visible through the cream painted gatehouse on Prince's Dock Street) – who's second year plus pupils wear the Merchant Navy Officer's uniform bearing Hull Trinity House buttons and cap badge.

18.12 Zone 3: Castle Street, Lisle Court, Dagger Lane (south end), Trinity Court, Fish Street, Grammar School Yard & Vicar Lane (south end).

18.13 This zone has a largely modern residential character and, away from Castle Street, an intimate air. The latter is provided by the domestic scale and close built form of the late 20th century housing and the narrow medieval streets. The brick built houses vary from two to three storeys in height and whilst many are roofed with traditional pantiles some are roofed with inappropriate concrete tiles. Some of the houses also lack traditional chimney stacks and pots. This detracts from the general character of the Old Town roofscape as the variety of existing chimney stacks and pots are a distinctive and positive feature.

18.14 The only buildings of historic townscape value are situated along the busy and noisy Castle Street (formerly Mytongate). These include numbers 65, 74, 75, 76, 80 and 82-3. No.65 is an early 20th century building faced with terracotta. It served as the Mytongate Telephone Exchange from 1911 to 1964 and provides a welcome contrast along the street frontage. Prior to 1994, No's 74, 75 and 76 constituted three separate Listed Buildings. The three-storey properties, all mid-18th century (with earlier timber-framed cores allegedly) were de-listed, however, because of heavy restoration and alteration in the 1980s. The three buildings still nevertheless contribute variety and character to what is essentially now a modern street frontage. The last two early to mid-19th century buildings comprise a small domestic property (No.80) and the once grand Queen's Hotel (No.82-3), now known as Burnett House. Although at the time of writing both buildings stand forlorn and derelict (Fig.14), both retain a high streetscape value and the potential to add significantly to the road frontage. Further enhancement would be also gained if the vacant plot on the corner of Castle Street and Market Place were developed appropriately.

18.15 Zone 4: Trinity House Lane, King Street, Trinity Square, North & South Church Side.

18.16 This zone has an ancient character and a continental-style atmosphere combined with a civic air. At the heart of the area is Trinity Square (colloquially known for many years as The Market Place after its use as such), redesigned in 1999 from a bland open space to an inviting oasis (recognised in 2002 as one of the country's top 10 successfully designed urban spaces). Adjacent to the square, and along Trinity House Lane, are several café bars and public houses with outside seating. These add considerably to the continental-style atmosphere and vitality of the square.

18.17 Overlooking and dominating the east side of the square is the medieval Holy Trinity church, the largest parish church, by area, in England. Around three sides of the church is Holy Trinity churchyard which originally encompassed a much larger area. The walled but railing-less churchyard, paved in part with old headstones, has its own distinct sense of place and provides a 'defensible' zone between the church and the surrounding area.

18.18 The gothic architecture of Holy Trinity church is complemented by the numerous Listed Buildings to the north, south and west of the square, including two of ancient foundation. One of these is the quarters of the Brethren of the Hull Trinity House, a cream washed Georgian building (formerly an almshouse) occupying the site on the corner of Posterngate and Trinity House Lane. Although the present building only dates from 1753, the institution of Trinity House has occupied the site since the 1460s. The other building is the Old Grammar School (now the Hands-on History Museum), a mellow Tudor-brick building dating from 1583-5. Among its former scholars were William Wilberforce (1759-1833) and Andrew Marvell (1621-78), whose statue now provides a focal point in front of the building. The modern building (Andrew Marvell House) on the corner of Posterngate and King Street is also named after Andrew Marvell.

18.19 Zone 5: Posterngate, Dagger Lane (north end), Prince Street & Robinson Row.

18.20 This zone has the appearance and character of an old port quarter, Georgian overtones and a seafaring air. Narrow streets predominate in this quarter, all of medieval origin except for Prince Street – a delightful curving Georgian street with a beautifully restored 'pastel' terrace of late 18th-century three-storey town houses on its north side (Fig.11). On its south side, sandwiched between 9½ and 10 King Street and the Minerva Lodge of Freemasons, Dagger Lane is a communal garden - a rare and welcome oasis of greenery in this part of the Old Town. At its eastern end a pleasing archway frames a view of Holy Trinity church much loved by artists. Also a positive aspect of this quarter is the surviving setted street surfaces which exude a wealth of old-world charm.



Fig.11 Prince Street

18.21 Many of the buildings in this quarter have maritime associations and a strong seafaring air thus prevails. Buildings contributing to this air include the chapel-like building at the corner of Posterngate/Dagger Lane (built 1926-7 as the Mariners' Church of the Good Shepherd and now a public House); Victoria & Albert Chambers (1868 & 1874), Posterngate; Carmelite House, Posterngate (originally built 1826 as an almshouse for 23 seamen and wives); 32-33 Posterngate (two mid-18th century houses used during the 1870s and 1880s to accommodate European transmigrants) and the Merchants Warehouse at the corner of Robinson Row/King Street (built late 19th-century and now flats and offices). Glimpsed vistas of Prince's Dock and Hull Marina also contribute to this air.

18.22 Another particular characteristic of this area is the presence of several courtyards. Many of these were created or enlarged through the recent clearance of buildings, whilst others, such as that in front of Carmelite House, were part and parcel of the original building design.

18.23 Zone 6: Whitefriargate & Silver Street.

- 18.24 This zone has the appearance and character of both a modern and historic retail street. In medieval times it originally included in its length Scale Lane and was known as Aldgate (Old Street). By the end of the medieval period the western half of Aldgate had become known as Whitefriargate, after the nearby house and precinct of the Carmelite (white) friars, and the eastern end as Scale Lane, after the Skail family who held property there. Sometime in the 17th century, a probable trade association with silversmiths, or dealers in silver, also led to the east end of Whitefriargate to be become known as Silver Street.
- 18.25 One of the biggest influences on the development and appearance of Whitefriargate was the acquisition of the old white friar's site in 1621 by Trinity House – who undertook an ambitious scheme of rebuilding along the south side of Whitefriargate between the late 18th and mid-19th century. Their use of brick, with the standard Georgian sash window at regular intervals, produced a reasonable uniformity that still largely survives today above ground floor level. Two major building works, however, stand out for particular attention. One is the group centring on the former Smith's Bank (Nos. 4, 5, 6 & 7) built 1829-30, a magnificent composition with five central Ionic pilasters carrying a pediment embellished with sculpture in high relief. The other is the group centring on the former Neptune Inn, later the Custom House (Nos. 10-15) which was built 1794-7 as a showy centre-piece for Whitefriargate and a magnificent end-view for Parliament Street.
- 18.26 Whilst both of the aforementioned buildings still retain impact, their architectural integrity, as with the majority of buildings along Whitefriargate, has been undermined by an individual and unrelated approach to shop signs and shop fronts. Planning policy in recent years, however, has been to encourage a respect for existing architectural features in the design of new shop fronts and shop signs with an aim to improve the street frontage at ground floor level.
- 18.27 Whereas all the buildings on the southern side of Whitefriargate are listed, only about 45% of them are on the northern side. The north side nevertheless contains an interesting architectural mix of buildings dating largely from the mid-19th to mid-20th century.
- 18.28 Although the buildings along Whitefriargate range in date from the 18th-20th century, the street, which was pedestrianised in 1975, still retains a uniform building line and a strong sense of enclosure. Three entries on the south side of the street also give access to three very different courtyards. That between Nos. 9 & 10 leads to the York paved yard of the Old Post Office of 1843 (now Conservancy Buildings), that between Nos. 12 & 13 leads into what remains of the former coach yard of the Old Neptune Inn and that between Nos. 28 & 30 leads to the former Trinity House Buoy Yard (now the school yard for the Trinity House School).
- 18.29 The building line and sense of enclosure continue on into the unpedestrianised Silver Street. The architecture of the buildings here are still grand and ornate but mainly late Victorian in date. On the north side of the street there are two courtyards: Todd's Entry and the intimate White Harte Entry, although only the latter is now publicly accessible. Another, Blue Bell Entry, can also be found on the 'south side' of Silver Street, to the south of Hepworth's Arcade (a delightful L-shaped shopping mall of 1894).

18.30 Zone 7: Parliament Street.

- 18.31 This zone has the outward appearance and character of a Georgian residential street (Fig.10). Pervading this is a professional air stemming from the polished brass office plates now adorning many of the door columns. The street itself was laid out in the late-18th century to link Whitefriargate with Quay Street and The Dock. It replaced a disreputable slum area and was named after the Act of Parliament obtained (1795) to compulsorily purchase some of the slum property.
- 18.32 The new street was an elegant affair and despite the loss of a few properties and the presence of wall-to-wall concrete paving it is still the most complete surviving example of a Georgian street in Hull. Eighteen of its original three bay/storey houses (built 1797-1801) survive – all listed grade II. The east side of the street is the most complete with an uninterrupted terrace of eleven largely uniform properties. The west side, however, is interrupted by the Edwardian Baroque relics of the former Police Station, designed by Joseph Hirst, which survive between Nos.19 and 21 and to the north of No.23.

18.33 Zone 8: Manor Street, Land of Green Ginger & Bowlalley Lane.

- 18.34 This zone has a quaint and labyrinthine character created by several narrow alleyways, unusually named streets, such as Land of Green Ginger and Bowlalley Lane, and the close built and grand nature of many of its buildings. The general charm of the area is undermined, however, by traffic using the narrow streets as a short cut from Lowgate to Alfred Gelder Street and for on street parking. Neighbouring modern buildings of inappropriate height also detract from its character.
- 18.35 Historically the area was situated to the south of the magnificent Suffolk Palace (known earlier as the Courthall and later as the King's Manor), a vast and imposing medieval manor house that was gradually demolished between 1663 and 1899. A reminder of the great residence survives, however, in the name of Manor Street.
- 18.36 Manor Street itself cuts across part of the former manor site and was laid out and developed in the late 18th century. Only a few of the original houses, however, now survive including No.2 Land of Green Ginger, a charming tall narrow building probably built by William Ringrose for William Lee (merchant).
- 18.37 In addition to Manor Street, Exchange Alley and The Pathway, both off Bowlalley Lane, were also laid out across part of the old manor site at about the same time. Development of The Pathway was instigated by a Mr Cook (a gaoler), and it was originally known as Cook's Buildings.
- 18.38 One of the oldest alleyways in the Old Town is White Hart Entry. This leads to an intimate courtyard that now acts as a beer garden for the pleasing Ye Olde White Harte Inn situated on the west side of the yard. The Inn is essentially mid-17th century and despite being altered in 1881 much of its very individual Artisan Mannerist façade survives.
- 18.39 Another old inn is the George Hotel, Land of Green Ginger, a mid-18th century building. Although refronted about 1870, it still retains its carriage entrance, complete with small lookout window, but not, alas, its coach yard.

18.40 Besides the latter two inns and a handful of other Georgian properties, most of the buildings in the area date from the late-19th and early 20th century. Many of them were originally built as offices and include, at Bowlalley Lane, Cogan House, Samman House, Victoria Chambers and Imperial Chambers (now a public house); at Land of Green Ginger, No.7, County Buildings, Crown Chambers, Parliament Chambers and Kingston Chambers (now flats); and at Manor Street, No.2 and Salop House.

18.41 Zone 9: North Walls & Salthouse Lane.

18.42 This zone has the appearance and character of a modern university/college campus. Dominating the area is the Hull School of Art & Design and the Hull College Construction Workshop, both on the south side of North Walls. The first of these is a brutalist concrete building, dating from the 1970s, and the latter a gaudy prefabricated industrial style unit built in 1984 which fails to respect the urban grain. On the north side of Salthouse Lane is a three-storey residential block belonging to the William Sutton Housing Association. This 'hall of residence' type building was constructed in the late 1980s and is one of the few modern buildings of positive townscape value within the area. To the south there is an unsightly transformer station and an equally ugly single storey workshop. To the west of the workshop there is an exposed and highly visible municipal car park accessed from Lowgate.

18.43 Despite its modern appearance, two historic veins continue to run through the body of the area in the form of North Walls and Salthouse Lane. North Walls marks the old northern line of the 14th-century town walls between the North Gate, at the north end of 'Little' High Street, and the Low Gate, a postern at the north end of the street of that name. Within the walls was Salthouse Lane (formerly Salter or Salters Lane), originally a through street known as Pole Street after its topographical association with the nearby manor house of the De La Pole family. Sometime between the late 14th and early 15th century, a trade association with salters, or dealers in salt (much valued in former times for curing meat and fish), probably led to the Pole name being supplanted. The historic character of both streets has all but been lost, however, and the preservation of their line and remaining historic paving is therefore all the more important here.

18.44 Zone 10: 'Little' High Street, Dock Office Row & Charlotte Street (east end).

18.45 This zone has a largely Georgian mercantile character, a maritime air and a strong shipbuilding resonance. Its history and development, however, date back to the medieval period when everything to the south of North Walls was within the walled town and everything to the north was in the liberty of Trippet, an area of largely open ground first recorded as 'Triptyate' in 1407-8. The name of the liberty may relate to a north country game similar to tipcat in which a small piece of wood, called a trippet, is struck with a stick or bat. At the east end of North Walls (which follows the old line of the town walls) was the North Gate, one of four main gateways into the medieval town. Before the construction of the first bridge across the River Hull in the mid-16th century, a river ferry also operated from the east end of Blaydes Staithe (originally known as North Ferry Staithe).

18.46 Many of the surviving buildings and structures are Georgian in date, of a maritime pedigree and domestic in scale or treatment. Prominent amongst these is Blaydes House (Fig.13), a fine example of a mid-18th century merchants' house (now a Maritime Historical Studies Centre) complete with a belvedere (Fig.9) for watching

the movement of ships on the Humber. A little to the north of Blaydes House, sandwiched between modern residential infill on the west side of High Street, is Haworth House, another large mid-18th century merchants' house (now offices) named after the principal family who lived there at this once fashionable 'North End' of High Street.

- 18.47 Opposite the east end of North Walls is the second of three offices originally built for the Hull Dock Company. This neat building was built in c.1820 and extended in 1840 and is flanked by industrial dry docks. The dry dock to the north was originally the basin to the town's first enclosed dock (known in succession as The Dock, Old Dock & Queen's Dock) opened in 1778 and closed in 1930. It was reused as a dry dock from 1957 up until the end of the 20th century. It is important historically for being the only surviving part of Queen's Dock and for retaining a 'Scotch' type derrick on its north side (Fig.12) - a rare reminder of Hull's shipbuilding past and a distinctive port-related feature. The dry dock to the south is also important historically as it occupies part of what was the North End Shipyard which was owned in the 18th century by the Blaydes family. They were Hull's principal shipbuilders in the Georgian era, when they constructed a range of vessels for local ship owners and the Royal Navy. The most famous ship built at the North End Yard was the 'Bethia', a merchantman launched in 1782. In 1787, she was purchased by the Admiralty and refitted at Deptford Dockyard. Under her new name, 'HMS Bounty', she went on to reach everlasting fame when her crew mutinied against Captain William Bligh, who was also the first hydrographer to chart the Humber.



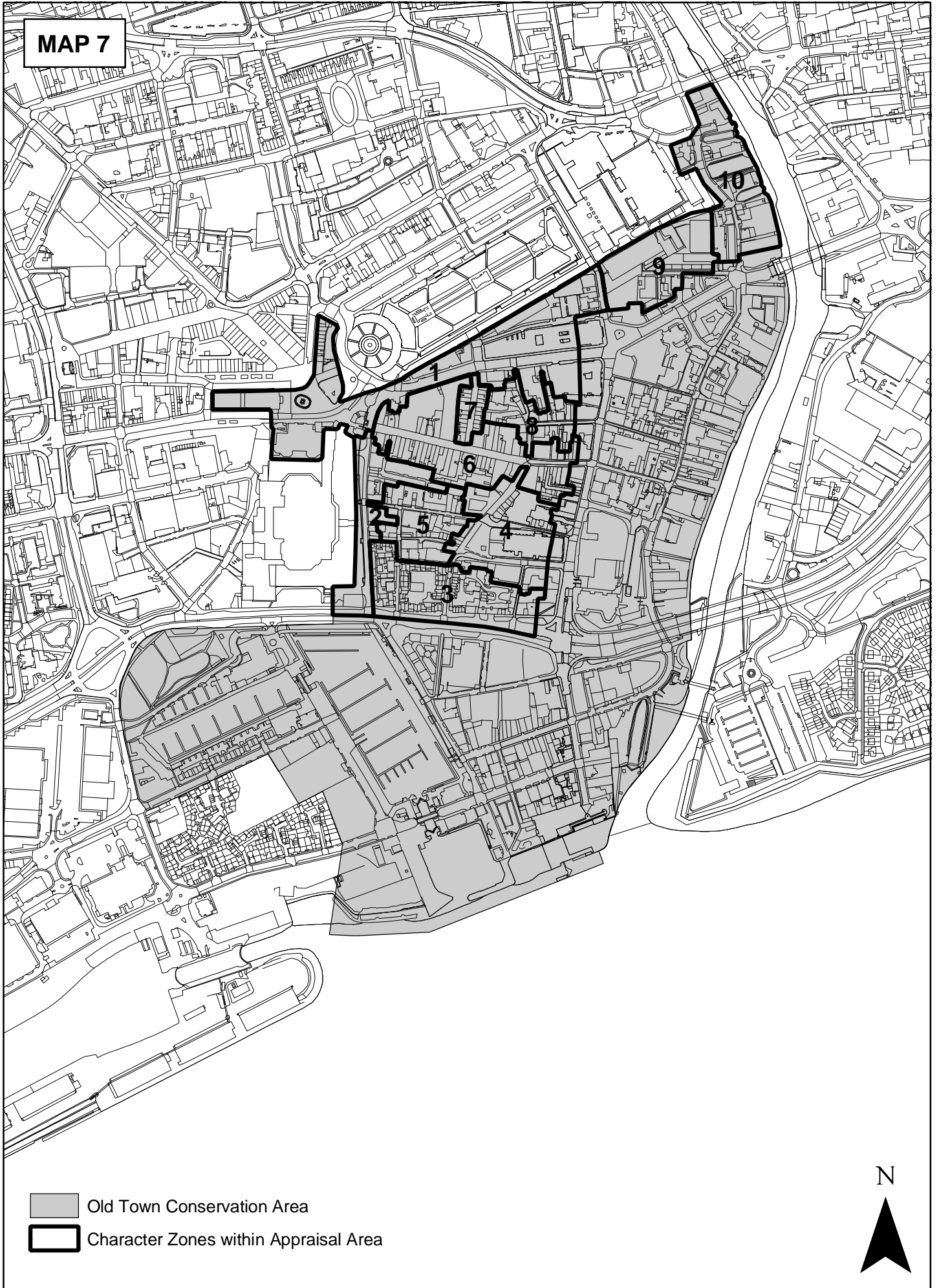
Fig.12 'Scotch' type derrick, Dock Office Row



Fig.13 Blaydes House, High Street

- 18.48 To the north of the former Queen's Dock basin is another dry dock of early 19th century origin. This, along with the other two dry docks, forms an important part of the long history of using this stretch of the riverside for shipbuilding, starting in 1607 and finishing in 1996. To the south of the dry dock is 3-7 Dock Office Row (now flats), the third of three notable 18th century Georgian residences. To the north, the dock is bounded by Charlotte Street (formerly Bridge Street) which was laid out in the late-18th century as a new approach road for the old North Bridge (replaced in 1931 by the present bridge about 30m further north). The first bridge at this point was built in the mid-16th century and the brick and ashlar remnants of the last bridge can still be seen on either side of the riverbank. On the north side of Charlotte Street adjacent to the river Hull is New North Bridge House, a distinctive ships' stores warehouse (now flats) of c.1870, which, despite its scale and original function, manages to look quite domestic in appearance thanks to its chimney stack, dormer windows and mansard roofs.

MAP 7



- Old Town Conservation Area
- ▭ Character Zones within Appraisal Area



19. Future Development

19.1 The appraisal area includes a small number of gap sites and buildings that make no positive contribution to, or indeed detract from, the character and appearance of the Old Town. Their replacement should be a stimulus to imaginative high quality design, and seen as an opportunity to enhance and enrich the conservation area. The design of new buildings, however, intended to stand alongside historic buildings or within historic areas, needs very careful consideration. Normal planning and design considerations of scale, density, building heights, massing, landscape, layout, rhythm and proportion apply but much more attention is needed to materials, details and relationship to public realm*. This does not mean that new buildings have to copy their older neighbours in detail. Some of the most interesting streets include a variety of building styles and forms of many different periods of construction, but together forming a harmonious group. In general there are a range of approaches to designing buildings for the historic environment**:

- Pastiche – an approach that exactly replicates previous built forms and styles using authentic materials and detailing. It requires considerable skill to be successful and is often used on extensions to important buildings eg The old General Post Office, Alfred Gelder Street and to replicate historic buildings beyond repair eg 39 High Street.
- Traditional – an approach that follows the local vernacular and uses traditional materials, forms, features and detailing. Phoenix House, High Street and Marina Court, Castle Street are good examples of this approach.
- Subtle – an approach that uses historic references and traditional materials with a modern twist as in the River Hull frontage to the Streetlife Museum.
- Modern – an approach that provides an unambiguous building clearly of its time but draws its inspiration from the past and is respectful of its historic context eg 37-8 Whitefriargate and Pepis, Hull Marina.
- Iconic – at first sight overtly modern with little regard for its immediate historic context. It can however be appropriate where few buildings survive but its location and topography warrant a landmark building. The Deep on Sammy's Point at the mouth of the River Hull is an excellent example and is clearly founded in the tradition of the major fortifications and engineering structures on the east bank of the River Hull.

19.2 Pastiche is often used in a derogatory manner by architects but examples which are cited are often poorly detailed, out of scale and constructed of inappropriate materials. The Commission for Architecture and the Built Environment (CABE) and English Heritage agree that materials and sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture***. In fact all the design approaches have to be based on an understanding of the character of the area and the appearance of its buildings of quality and distinction.

19.3 The historic environment is capable of accommodating both old and new buildings, and there is room for all of the above approaches to design dependant on the location. Pre-application discussions with planning, conservation and urban design officers is recommended but whatever the approach it is important that new buildings are well designed, use traditional and quality materials and include

references (or 'touchstones') to the past****.

- 19.4 References to the past are particularly important in maintaining a sense of place, community and belonging. They can be created in a variety of ways, for example, from archaeological remains which can provide cues for the layout and design of new developments. Sense of place can also be created or reinforced by using traditional materials and detailing that respond to the local vernacular. Street names, signs, landscaping, on-site interpretation, maintenance of ancient boundaries – all of these can be used to keep memories and associations alive, stress the individuality of a development and foster local distinctiveness in challenging, contemporary yet sympathetic ways.

* 'PPG1: General Policy & Principles' (para.13-20 & Design Annex A), 1997 & 'Hull CityPlan' (policy BE1), 2000.

** Adapted from 'Design in the Historic Environment', M. Davies in Building Conservation Directory, 2003.

*** See 'Building in Context – New Development in Historic Areas', CABE/English Heritage, 2000.

****See 'Homes with History', IFA/ English Heritage/Housing Corporation, 2003.

20. Design Statements.

- 20.1 All applications for new development should be accompanied by a design statement that includes an urban design analysis* of the site and its immediate environs and information from archaeological and historic evaluations of the site. The statement should clearly express the design principles adopted and illustrate materials in plan and elevation. Photographs may suffice for simple sites but larger, complex, highly visible or particularly sensitive sites will require perspective views in addition (drawn at eye level from publicly accessible viewpoints).

* See 'By Design', CABE/DETR, 2000.

21. Advertisements & Signs

- 21.1 The appraisal area includes many retail and commercial premises ranging from local shops to national chain stores. Although outdoor advertising is essential to their commercial activity, unrelated shop signs and standard corporate logos can seriously detract from the buildings they are attached to. Often, as along Whitefriargate for example, any distinguishing characteristic only appears above the level of the shopfronts and shop signs.
- 21.2 As a general rule, therefore, advertisements and signs should be kept to a minimum and shiny or reflective materials should not be used. Internally lit fascia boxes and projecting box signs should be avoided and where a single building has been subdivided into two or more premises signs should be related. Corporate logos should also be modified if necessary. A traditional painted sign is often sufficient for the logo to be recognised without dominating the whole building. Such steps will allow the identity of individual buildings and a street to be more apparent whilst also protecting the visual quality of the streetscape.

22. Preservation & Enhancement Schemes

- 22.1 The City Council will encourage appropriate proposals that will preserve and enhance the special character and appearance of the Old Town Conservation Area. This will include consideration of additional policies, such as article 4 directions, and participation in grant aided schemes when available to encourage the preservation of traditional features and materials and to repair and convert vacant and derelict buildings which are either listed or of historic townscape value (Fig.14).



Fig.14 *Derelict historic buildings awaiting repair and re-use, 2004: 80 & 82-3 (Burnett House), Castle Street*

Approved by the Planning Committee 19th October, 2004

Appendix 1

Principal Medieval Streets

Current Name

Common Former Name(s)

Blaides Staithe

North Ferry Staith; Old Ferry Staith,
Blaydes Staith

Bowlalley Lane

Bishop Gate; Denton Lane

Castle Street (east end)

Lisle Street; Mytongate

Dagger Lane

Champagne Street; Daggard Lane

Dock Office Row

Hull Street; High Street

Fish Street

Beverley or Old Beverley Street/Gate;
Old Fisher Gate

King Street

Beverley or Old Beverley Street/Gate

Land of Green Ginger

Beverley or Old Beverley Street/Gate

'Little' High Street

Hull Street; North End

Lowgate

Marketgate; Manor Side (north end)

North Church Side

Kirk or Aldkirk Lane; Trinity

Churchyard/side

Posterngate

Kirk or Aldkirk Lane

Robinson Row

School Street; Jesus Gate/Street; Fisher
Lane; Brewer Lane

Salthouse Lane

Pole Street; Salters Lane

Silver Street

Aldgate; Whitefriargate

South Church Side

The Hales; Trinity Churchyard/side

Trinity House Lane

Beverley or Old Beverley Street/Gate

Trinity Square

The Hales; Trinity Churchyard

Vicar Lane

Bedford Lane

Whitefriargate

Aldgate

Principal Georgian Streets

Current Name

Former Name(s)

Charlotte Street

New Road; Bridge Street

Guildhall Road (TW)

Dock/Old Dock/Queen's Dock Side

Hanover Square (east end)

Manor Street

North Walls (TW)

Parliament Street

Prince's Dock Street (TW)

New Dock Street; Junction Dock Street

Prince's Street

Quay Street

Savile Street

New Road

Note. (TW) denotes streets which follow the line of the demolished medieval town wall.

Principal Edwardian Streets

Alfred Gelder Street

Hanover Square (west end)

Queen Victoria Square