

Old Town (Southern part)



Conservation Area Character Appraisal



Adopted November 2005

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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 24 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 Appendix 1, Map 1):
- The Central & Eastern part;
 - The Western & Northern part; and
 - The Southern part.

This character appraisal covers the Southern 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 established 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 (Fig.1) 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 the character of the appraisal area and, as a consequence, future development and change within the Old Town Conservation Area should be sympathetic and blend the modern and the historic to create rich and diverse environments in which people prefer to live and work¹.

1. See 'Regeneration & the Historic Environment', English Heritage, 2005 & 'The Heritage Dynamo', Heritage Link, 2004



Fig.1 *Examples of 'Touchstones' to the past*

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 (a 30 mile long semi-tidal river navigable for 19 miles upstream) and the north bank of the Humber (a 38 mile long estuary fed by a network of rivers draining one fifth of England). The land on which it sits varies between 3.3-5.7m 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, The Deep & Office Building No.1 at Island Wharf.

5. Archaeology

- 5.1 The Old Town has a rich archaeological heritage (Fig.2), 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 interest² in the Hull Local Plan (adopted May 2000).



Fig.2 *Archaeological dig at the South End Fort or Battery, 2004.*

2. See 'Supplementary Planning Guidance Note 13: Archaeology', Hull City Council, 2003.

6. General 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, 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.
- 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.3). 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.3). 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 (Fig.57). In 1627, the bulwark was replaced by the South End Fort or Battery (Fig.58).

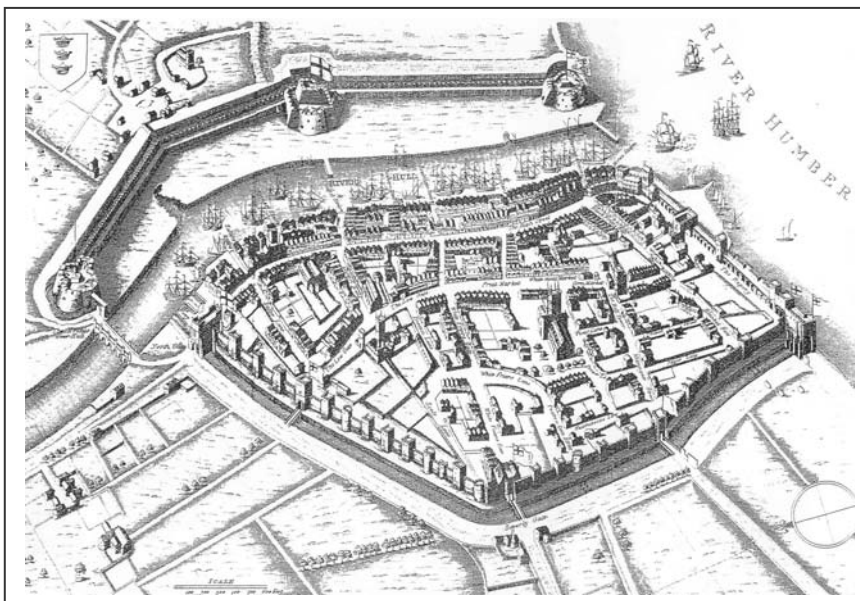
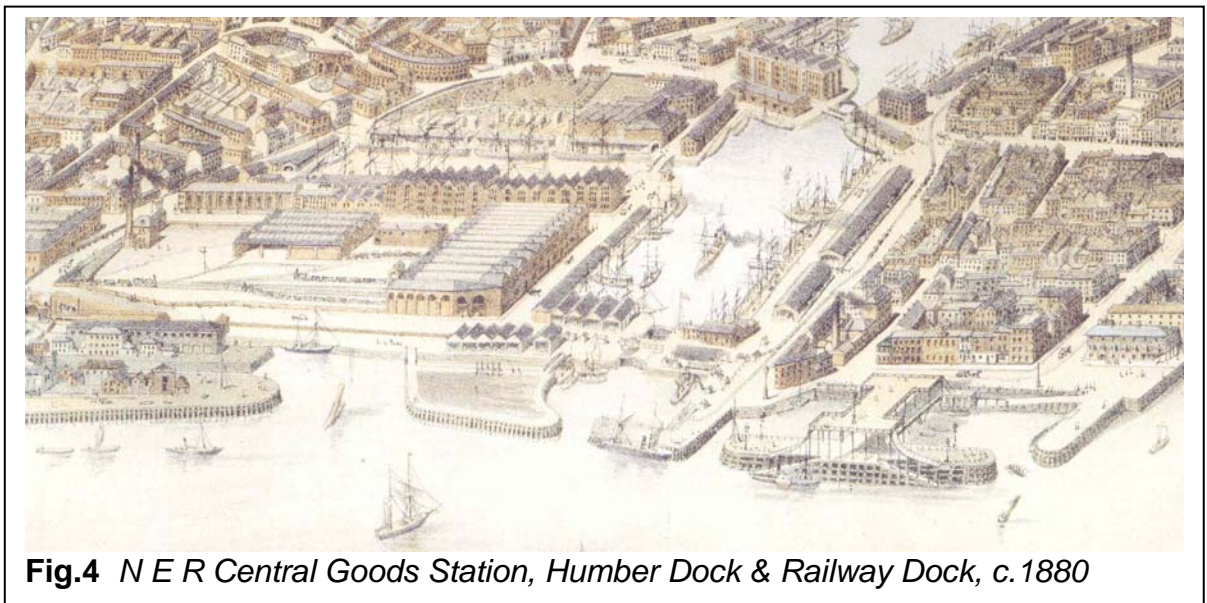


Fig.3 Hull, 1640

- 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 (Fig.56), Myton, Beverley, Low and North Gates. A separate artillery battery, known as the Mount Fort, was also constructed to the west of the Hessle 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.
- 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. 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) (Fig. 4).



- 6.7 Spoil from the construction of Humber Dock also changed the topography of the area in the early 19th century (Fig.77 & 41). 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.
- 6.8 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 unsanitary were in the courts and alleys of the Old Town (Fig.78). 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 (Fig.6). Regrettably, the last surviving example, at Scott's Square, Humber Street, was demolished in 1993.

6.9 Burial of the town's increasing population was a problem too. To help combat the problem of overcrowded churchyards at Holy Trinity and St Mary's, two new burying grounds were established in the late 18th century – one for St Mary's at Trippet and the other for Holy Trinity at Castle Street (Fig.20 & 41).

6.10 During the Second World War (1939-45), enemy air raids left their traces in no uncertain manner in the central area of the city. One of the worst hit areas was around Humber Street (Fig.5).



6.11 After the Second World War, neglect and shifts in economic focus led the number of people living and working in the Old Town to fall dramatically. Many buildings in the area subsequently became redundant and derelict and much of the southern part of the Old Town was gradually cleared. Its decline was also exacerbated by the blighting effect of post-war Development Plans which envisaged considerable redevelopment within the area. In the event, only limited reconstruction and redevelopment work took place. Other factors contributing to its decline include the closure of the Town Docks in the late 1960s and the opening of Castle Street, part of Abercrombie's post-war development plan, in 1981. That same year also saw the cessation of the centuries old cross-Humber ferry service, due to the opening of the Humber Bridge.

6.12 The early 1980s, however, proved to be a watershed for the fortunes of the southern part of the Old Town. Central to this change was Hull City Council who had been assembling land, including the redundant Old Town docks, from the early 1970s. Dereliction and decay soon gave way to a 350 berth marina (Fig.7), opened in 1983. Land around the marina was also developed for housing, offices, a hotel, a pub/restaurant, a boat yard and boat shed. A 19th century warehouse (Warehouse 13 (Fig.7)) was refurbished too. The historic value of the area was not forgotten either when in 1994 it was formally incorporated within the Old Town Conservation Area.



6.13 Although the creation of Hull Marina did much for the area, revitalisation was only partial. This was acknowledged in the City Centre Masterplan which identified two key remaining strategic development areas within the southern part of the Old Town: the so-called Humber Quays and Fruit Market Area. The Masterplan will guide future public and private sector investment decisions in the latter two areas and the work of Citybuild, Hull's Urban Regeneration Company.

7. Streetscape

7.1 Historic Street Pattern

7.1.1 The significant street pattern is a valuable 'touchstone' to the past and development within the Old Town must take this into account (Local Plan Policy CC28 (a) (vi)). It is important not only for maintaining a sense of time, place and continuity but also for illustrating the development of the town, particularly during the medieval period and the Georgian era (see Appendix 2). This is most noticeable in the widely different widths which exist. Unimproved medieval streets, such as Sewer Lane, Finkle Street and Blanket Row, are distinctly narrow and later Georgian streets, such as Queen Street and Wellington Street are much broader. The coming of the railways during the Victorian period and their use to service the docks also required wider streets and often large junctions for wagon movements eg Railway Street/Wellington Street. Proposals which seek to narrow such streets should be carefully considered in the context of their historic character.

7.2 Historic Street & Building Name Signs

7.2.1 Surviving examples of historic street and building name signs make a significant contribution to the general charm and character of the appraisal area through variations in design, lettering and materials (such as cast iron, stone (Fig.8) and encaustic tile). 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 and missing signs should be reinstated as and when opportunities arise using original designs, materials and lettering.



7.3 Historic Street & Dock Furniture

7.3.1 Like historic street name signs, historic street and dock furniture also adds charm, character, richness and variety to the street scene. Such furniture is well represented within the appraisal area (Fig.12) and its retention is very important.

7.3.2 Also important and desirable is the re-sighting of displaced historic street and dock furniture from the area. Much of this is currently in storage and includes a fine cast-iron mooring bollard with a compass relief on top (Fig.9), a granite mooring bollard, a small wharf crane (Fig.10) and 3 large cast-iron entrance bollards (Fig.11).

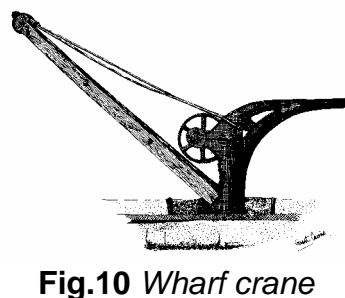




Fig.12 *Examples of surviving historic street and dock furniture within the area*

7.4 Modern Street Furniture

7.4.1 A variety of modern street furniture exists throughout the appraisal area ranging in date, design and quality. Good examples include the stylish and distinctive Urbis 'sexton' lighting columns along Humber Dock Side (Fig.13), the Woodhouse seating and lighting at 'New South End' (Fig.15) and the decorative dockside railings (Fig.14). 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.



Fig.13 *'Sexton' lighting*

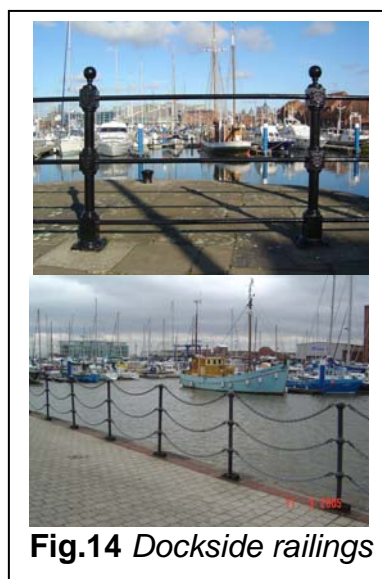


Fig.14 *Dockside railings*

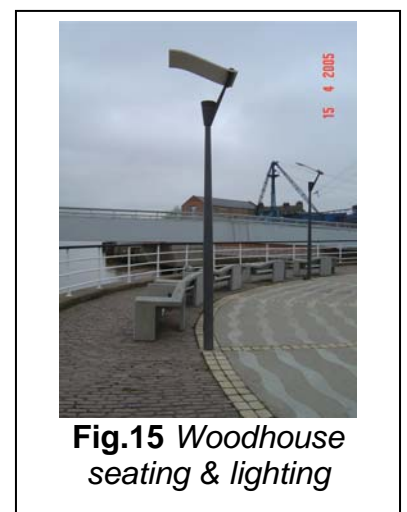


Fig.15 *Woodhouse seating & lighting*

7.5 Historic Paved Surfaces

7.5.1 Many historic paving materials survive within the appraisal area. These include York stone pavement flags, York stone entry setts, granite carriageway and entry setts and a few scoria (slag) setts. All make a major contribution to the character and appearance of the streets concerned and their retention, maintenance and restoration are highly important. Also desirable is the removal of later layers of tarmac concealing the high quality setted surfaces along Humber Dock Street, Humber Street, Pier Street, Railway Street (Fig.16) and parts of Wellington Street & Blanket Row.



Fig.16 *Concealed granite setts and railway line*

7.5.2 Laid within several of the dockside paved surfaces are a number of extant railway lines and wagon turntables (Fig.17). These features should be retained as they are valuable 'touchstones' to the past and add charm, character, richness and variety to the street scene. Railway lines should not form a boundary between materials, however, but should be straddled by one material to display them clearly.



Fig.17 *Wagon turntable*

7.6. Modern Paved Surfaces

7.6.1 A variety of modern materials are used throughout the appraisal area to pave surfaces. Because of the damage caused to narrow footpaths by heavy modern vehicles, some traditional paving materials, such as York stone flags, have been replaced by tarmac, concrete or the more sympathetic block (brick) paving. The majority of the latter is rectangular in shape and laid in a herringbone pattern. At Nelson Street, however, attractive I-block paving is used to great visual affect (Fig.18). This has withstood the test of time and has now imparted its own character quality into the Old Town.



Fig.18 *Iblock I-block paving*

7.6.2 The use of unsympathetic paving materials should generally be avoided and, as opportunities permit, should be progressively phased out wherever possible in favour of traditional paving materials eg York stone or granite setts. In addition to unsympathetic paving materials, the widths of modern vehicles, turning circles and sight lines required can also combine to create overlarge, out of scale and poorly proportioned openings between or within building elevations. Servicing from the street or the use of narrow in and out arrangements to courtyards can help retain the character of otherwise continuous built up frontages.

7.6.3 To help reinforce a sense of place, the use of different paving materials to delineate below-ground features is also encouraged. This has been used to great affect along Humber Dock Side to delineate part of the medieval town wall and Hessle gate.

8. Greenery

- 8.1 Trees, shrubs and flowers constitute an important asset within the Old Town by adding movement, colour, contrast and seasonal interest. Trees also introduce a distinct quality of light and sound into the urban environment. Of all the trees within the southern part of the Old Town, the most noteworthy groups are those at the Trinity Burial Ground (Fig.20) and Nelson Street (Fig.44). Other important groups include those at Island Wharf, the short avenue along Humber Dock Side and the triangle at Marina Court (Fig.19). Areas of grass within the appraisal area are important too, not only for adding colour and contrast but also for its softening effect.



Fig.19 Marina Court



Fig.20 Trinity Burial Ground

9. Public Art , Memorials & Plaques

- 9.1 Public art, memorials & plaques are well represented in the area and include part of the famous fish pavement, the Royal Naval Association Memorial (Fig.21) and several 'blue plaques' on sites and buildings of interest.
- 9.2 The potential for new public art in particular 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.



Fig.21 Royal Naval Association Memorial, Minerva Pier. The steel structure and surrounding estuary reflect the environment the naval personnel endured in. The gap represents a broken life and is set at such a level that the horizon, which was the only thing these men saw at sea, is seen through it.



10. Building Quality and Building Types

10.1 The appraisal area contains a small but rich mix of buildings contrasting in date, scale, style and function. Maps 2-6 (Appendix 1) 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);
- Unlisted but considered to be of historic townscape value and to contribute to the character of the Conservation Area (Map 3);
- Unlisted but considered to be of positive modern townscape value and to contribute to the character of the Conservation Area (Map 4);
- Unlisted and considered to be of neutral modern townscape value and to neither detract from or contribute to the character of the Conservation Area (Map 5); and
- Unlisted and considered to be of negative modern townscape value and to detract from the character of the Conservation Area (Map 6).

10.2 From the mixed building stock, the Listed and unlisted buildings of special architectural and historic interest/townscape value, which includes some post-WWII buildings, are particularly significant. Rarely are two adjoining buildings of the same architectural style and analysis has shown that four different 'building types' predominate. Examples are found from many building periods within these 'types' and their distinctive characteristics, along with the singular examples of rarer building types, provide a good reference for new buildings within the area:

Type 1: Town Houses (Fig.22)

Surviving but adapted examples are generally 3-storeys high with either hipped or double-pitched slate roofs, some with dormers, and constructed of brick, which is sometimes painted or rendered. Windows, some with balconies, are of vertical proportion reducing in size on the top floor.



Type 2: Grand Commercial (Fig.23)

Surviving and adapted examples are typically of several bays, 3-4 storeys in height and often on prominent corner sites. Roofs are either hipped or double-pitched and can feature elaborate parapets, gables or cornices. Brick facades are often richly decorated with stone dressings. Large windows commonly have elaborate stone surrounds. Tall ground floors generally include elaborated entrance doorways.



Fig.23 *Grand Commercial*

Type 3: Plain (Fig.24)

Predominantly brick buildings ranging in scale from simple but characteristic 1 and 2 storey structures to tall, elegant warehouses up to 7-storeys high. Added interest is often created in a variety of ways and includes the use of single, double or treble gabled roofs to street frontages, hipped roofs with sprocketed eaves, brick pediments and cornices, segmental arched head window openings and depressed or 3-centred arched openings.



Fig.24 Plain

Type 4: Distinctive (Fig.25)

A varied group of buildings ranging in height from 1-4 storeys. Not as plain as type 3 or grand as type 2, but all marked out in some way by a small amount of elaboration. Decorative treatments include stucco, faience, quoins, dressed gables facing street frontages, stone or concrete dressings, balconies and distinctive windows, such as bay and bow, Venetian and round.



Fig.25 Distinctive

- 10.2 Plot width and plot size are also a subtle aspect of building character. Between Humber Street and Castle Street (part of the town's medieval quarter) plots are/were generally narrow and small. South of Humber Street (part of the Georgian New Town) larger plots intermingle with smaller plots.
- 10.3 The buildings which detract from the character of the conservation area (Appendix 1, Map 6) nearly all disrespect the urban grain and cross over several historic plot boundaries (giving buildings a horizontal rather than vertical emphasis). Redevelopment of these or building on vacant land needs to have regard to the more characteristic plot widths within the area.

11. Skyline Landmarks

- 11.1 The lack of local relief is broken by several landmarks that punctuate the skyline (Appendix 1, Map 7). 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 include:

- The towers of Holy Trinity church (Trinity Square) (Fig.53), the Market Hall (North Church Side), St Mary's church (Lowgate) and the Guildhall (Alfred Gelder Street)
- The turret of the Yorkshire Bank (Queen Victoria Square);
- The domes of the Hull Maritime Museum & City Hall (Queen Victoria Square);
- Tidal Surge Barrier (Old Harbour mouth) (Fig.26);
- Millennium Footbridge (Old Harbour mouth) (Fig.54);
- The Deep (Sammy's Point) (Fig.50);
- 'Scotch' type derricks (Central Dry Dock);
- Office Building No.1 (Island Wharf) (Fig.49);
- Warehouse 13 (Railway Street) (Fig.7);
- Spurn lightship (Hull Marina);
- Hota Seascape Tower (Albert Dock)

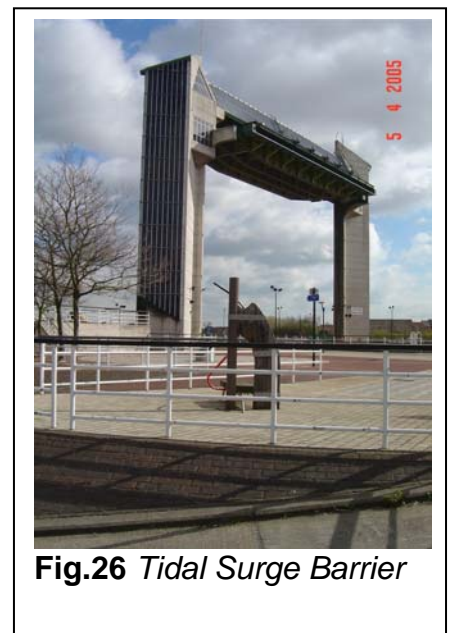


Fig.26 *Tidal Surge Barrier*

- 11.2 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.

12. Traditional Building & Roofing Materials

- 12.1 The predominant building materials are brick, shades of red being the commonest colour range used and white the least common, and stone. The latter is generally reserved for large engineering works, such as dock walls, and dressing buildings (Fig.27 & 28). Timber is also used for riverfront structures, such as Victoria Pier (Fig.46 & 55). Applied decorative materials are rare but include stucco and faience (Fig.28).



Fig.27 *Stone dressings*

12.2 The predominant traditional roof covering is Welsh slate. Rarer traditional coverings also occur and include 'Rosemary' tiles and clay pantiles. Roofs are an important feature of many buildings and the retention of their original structure, shape, pitch, covering and ornament is important to the character of the area (Fig.28). The proliferation of non-traditional roof coverings, such as concrete tiles, metal sheeting and corrugated asbestos cement sheets for example, is therefore discouraged (Fig.71).



Fig.28 *Traditional building & roofing materials*

13. Traditional Windows

13.1 Although the appraisal area still retains a lot of traditional window styles and designs in timber (Fig.29 & 32) and metal (Fig.31), many have been substituted by unsympathetic replacements (Fig.30). This has greatly affected the current character, appearance and architectural harmony of several buildings and the conservation area as a whole. The conservation of historic windows and their details is therefore very important and is emphasized by Government guidance³ and by the City Council's own planning policy on PVCu replacement windows⁴.

3. 'PPG15: Planning & the Historic Environment' (Annex C.40-51).

4. See www.hullcc.gov.uk/conservation/traditional_windows.php.



Fig.29 *2-over-2 timber sash windows*



Fig.30 *Unsympathetic replacement window*



Fig.31 *Metal casement windows*



Fig.32 *6-over-6 timber sash window*

14. Character Zones

14.1 The appraisal area has been divided into 5 character zones (see Appendix 1, Map 8):

14.2 **Zone 1: Trinity Burial Ground**

14.3 The character of zone 1 is largely defined by the Trinity Burial Ground – a green but melancholic oasis in the heart of the city centre. It also includes two grassed amenity spaces to its west and northeast. The latter space was formerly occupied by various buildings between the late 18th century and late 20th century. The earliest building on the site was the New Gaol, opened in 1785 (Fig.33). This was an attractive oblong block of 3-4 storeys, divided, by 1810, into six large rooms and an attic and thirteen smaller rooms or cells. The turnkey's or gaoler's lodgings also formed an integral part of the building. This arrangement was criticized and by 1817 the lodgings had been reconstructed so as to form a forebuilding. In several respects the gaol was a model of its kind. Standing upon a small eminence, it commanded good views from some of its windows and was perpetually 'refreshed by sea breezes'. The building did not last long, however, and was replaced 1827-30 by a new New Gaol in nearby Kingston Street - substituted in its turn by Hedon Road Prison in the 1860s. Although demolished, a possible remnant of the New Gaol is the south and west boundary wall to the site (Fig.34). This brick wall is 2ft thick, has an intriguing limestone block in its western arm (Fig.35), and may have been the prison yard wall. The other amenity space to the west of the burial ground is a restored remnant of former open ground known as Dock Green (Fig.41). All three spaces are designated in the Hull Local Plan (adopted May 2000) as Urban Greenspace (site no.369) and classified as a Site of Nature Conservation Interest (SNCI).

14.4 The burial ground itself was opened in 1783 to ease overcrowding at Holy Trinity churchyard (closed in 1855). It remained in use until 1861 and contains many interesting memorials, good mature trees and several old gas lamp columns, including two early examples (Fig.36). Although in the heart of the City and in close proximity to the busy Castle Street and Mytongate roundabout, the burial ground retains a natural and quiet air. Planted banks and ivy clad

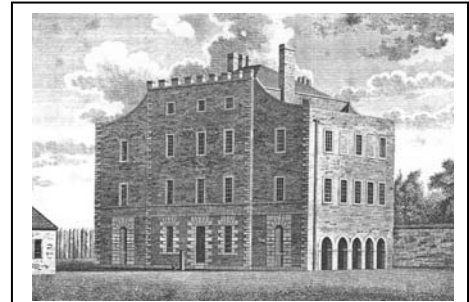


Fig.33 *New Gaol*



Fig.34 *West boundary wall*



Fig.35 *Limestone block*



Fig.36 *Trinity Burial Ground*

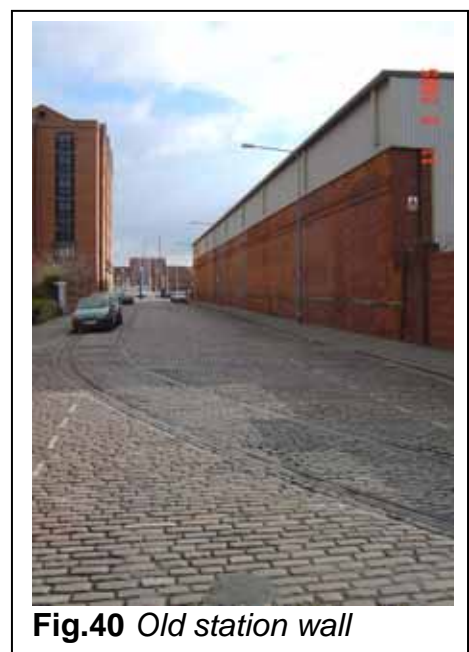
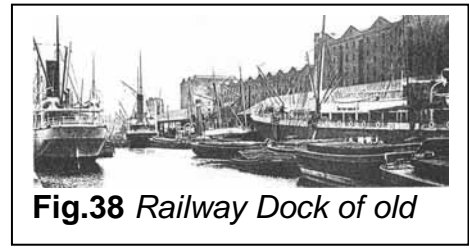
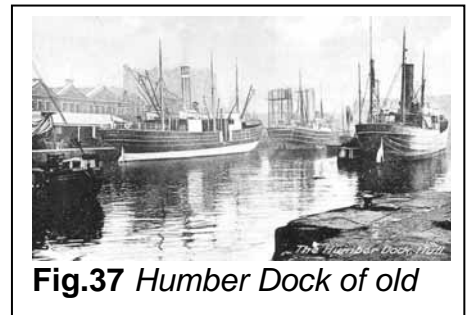
boundary walls of varying heights also give it a strong sense of enclosure and privacy. Unfortunately, the latter also has a down side as evidenced by the number of vandalised headstones and chest tombs, a main contributor to the grounds melancholy and uninviting atmosphere.

14.5 Zone 2: Docklands

14.6 The character of zone 2 is largely defined by the former Humber Dock and Railway Dock (now Hull Marina) and the myriad of small boats (Fig.39). The zone also has a distinctive sound on breezy days when the clinking of rigging fills the air. Humber Dock is the larger of the two former docks (Fig.37). It covers 7 acres and was opened in 1809. Part of the land now occupied by the dock was formerly known as Butcroft, a medieval name indicating the possible presence of archery butts on the land. Railway Dock was opened in 1846 and covers 3 acres (Fig.38). Its site was previously occupied by Dock Green (Fig.41), an open ground used for a variety of recreational activities including shows, fairs and circuses etc.

14.7 Big buildings also characterise this zone, and although many of the large former dockland buildings have gone the tradition of building big is kept alive with new buildings, such as the Holiday Inn Hotel (Fig.39), Office Building No.1 at Island Wharf (Fig.49) and the Hull Marina boat shed. Surviving dockland buildings include the former shipping line offices of the Wilson Line (later Ellerman's Wilson Line) and Warehouse 13 (Fig.39). The latter is a small relic of a much larger bank of warehouses that once extended along the whole south side of Railway Dock (Fig.38). Their place is now taken by a pleasing residential development.

14.8 Two of the biggest former buildings to occupy the area were the Hull & Selby Railway (H & S R) terminus (Fig.41) and its successor the North Eastern Railway central goods station (Fig.4 & 42). The H & S R terminus was opened in 1840 and up to 1848 all Hull's railway traffic was dealt with at the Kingston Street station. 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). Although demolished in the 1960s, remnants of the N E R central goods station survive, most notably its north wall which now forms the north wall of the Hull Marina boat shed (Fig.40).



- 14.9 Another key feature of zone 2 is its dockside promenades, views and relics. Once occupied by single storey transit sheds, the dockside areas have been transformed into pleasing waterside walks with open views over the marina. Added interest is provided by different coloured paving delineating below-ground features like the medieval town wall, public art and old dockland relics such as the winding engine from the old Slipway Engine House at Victoria Dock. Other important dockland relics include wagon turntables (Fig.17) and railway lines snaking through rich granite setts, a variety of mooring posts and rings and the last surviving lock-keeper's cottage at the entrance to Humber Dock.

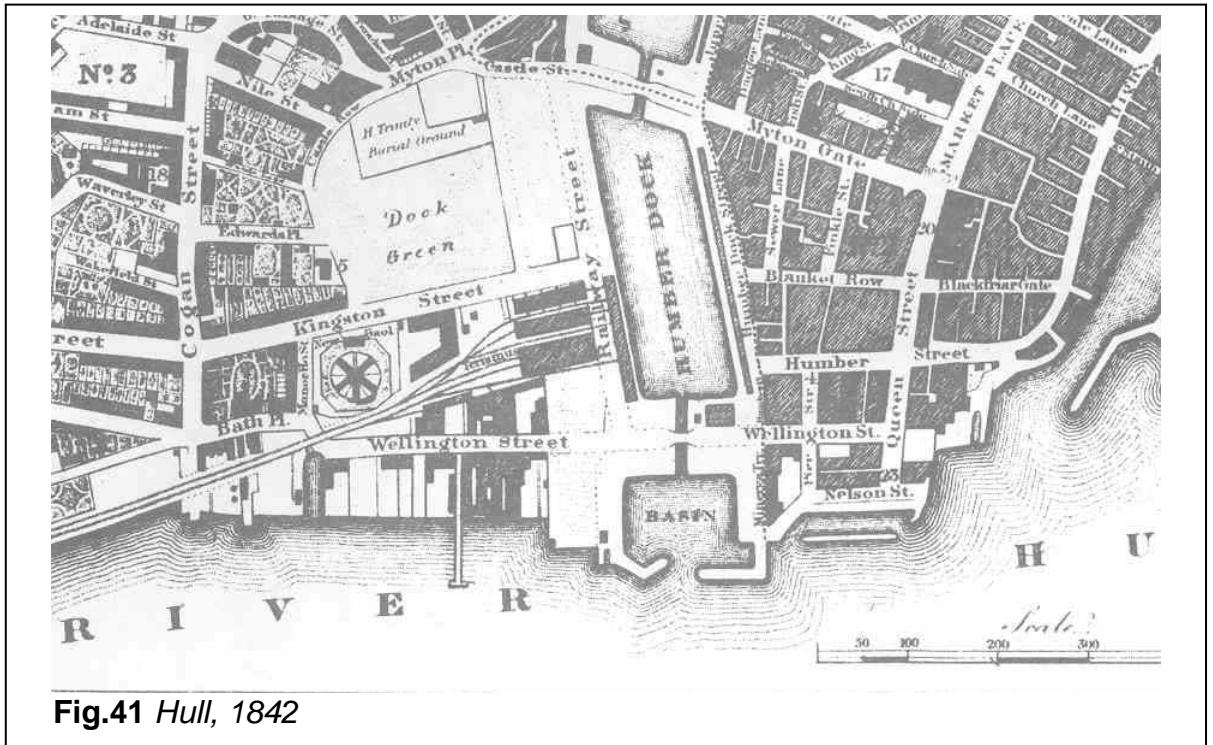


Fig.41 Hull, 1842

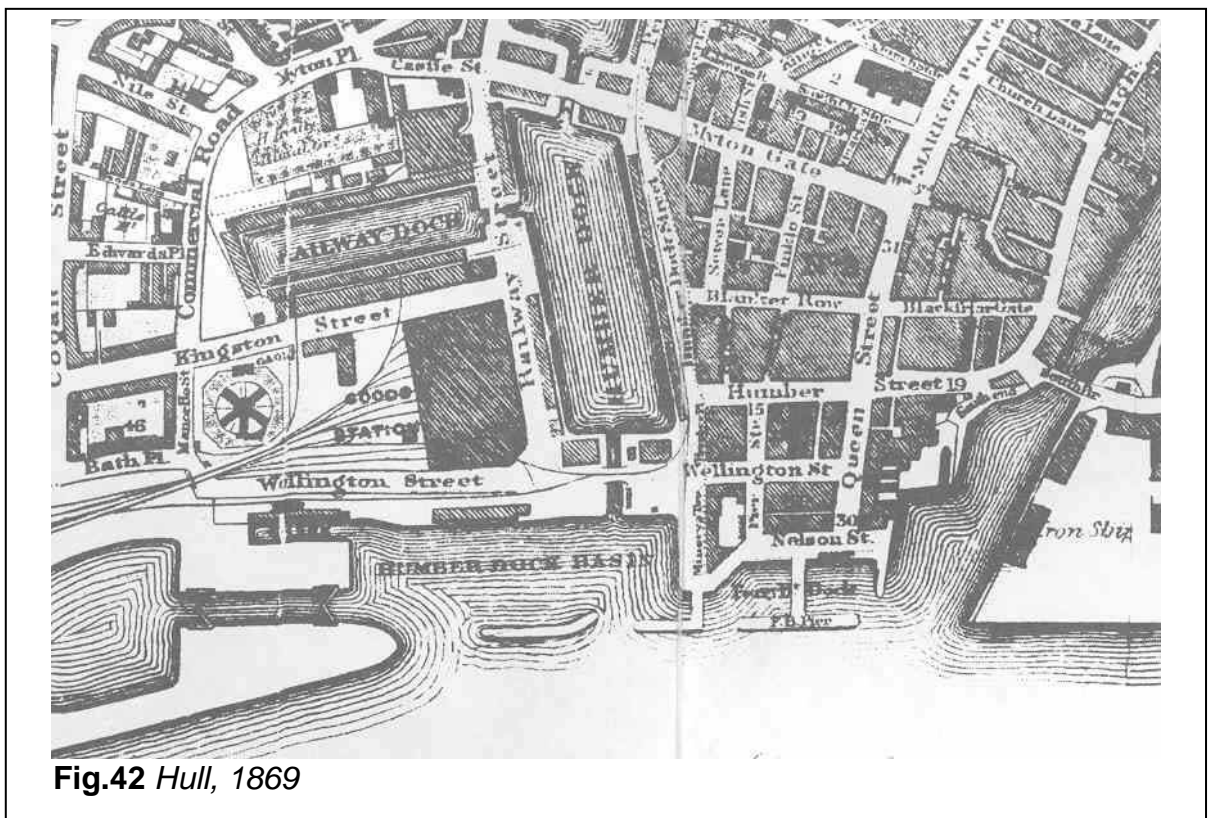


Fig.42 Hull, 1869

14.10 Zone 3: Riverfront

14.11 The character of zone 3 is defined by its riverfront location, its superb views and its string of public open spaces. It stretches from Rotenhering Staith, near Myton Bridge (opened in 1980), to Island Wharf at the mouth of Humber Dock Basin and Albert Dock (opened in 1869). Rotenhering Staith is a medieval landing-place (from Old English *staeth*, Old Norse *stoth*) and is named after the merchant family of Rotenhering. Island Wharf takes its name from the fact that it once was an island, separated from the mainland by the Albert Channel (in-filled in the 1960s). Its close association with water also makes it a zone of changeable sounds, moods and character depending on the weather, tides and 'sea' state.

14.12 Running from east to west the string of public open spaces include:

1. Unnamed crescent south of Rotenhering Staith and north of the Tidal Surge Barrier (Fig.43) – a private curving crescent sandwiched between the busy Myton Bridge and the elegant Tidal Surge Barrier, a flat arched structure (built 1980) over 118 ft (36 metres) high framing the entrance to the River Hull. When tidal surges are forecast the 202-tonne barrier is lowered to prevent flooding in the City. At night when the glazed staircase to each tower are illuminated it is a prominent landmark. Former west landing of the south ferry and later the South Bridge (built 1865 and demolished 1934);

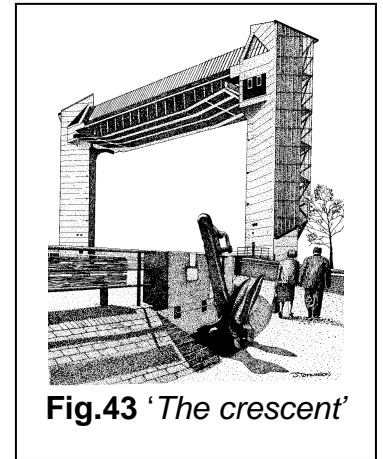


Fig.43 'The crescent'

2. 'New South End' (Fig.26) – a modern viewing area, featuring several public art works, south of the Tidal Surge Barrier and north of the Millennium footbridge.

3. Nelson Street (Fig.44) – a broad attractive tree lined promenade with open river views and a quiet reflective air. Enclosed on its north and west sides by a good collection of buildings including the acute angled Minerva Hotel with its distinctive rounded corner. Built on reclaimed land south of Humber Street at the beginning of the 19th century. The general ambience of the place is also enhanced by the distinctive Ibstock I-block paving (Fig.18), the 1930s public convenience (celebrated for their award-winning floral displays), the former ferry ticket office (1930s) and the horse wash – a slipway to the side of the pier where horse-drawn carts (known locally as rulleys) once loaded and offloaded goods from market boats (Fig.45).



Fig.44 Nelson Street & horse wash

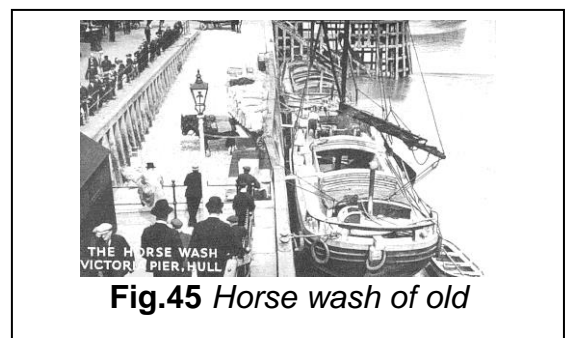


Fig.45 Horse wash of old

4. Victoria Pier (Fig.46 & 55) – an L-shaped timber pier. Established under an Act of 1801. When first built in 1809 it consisted of a ferry pier or ferryboat dock parallel but unconnected to the mainland. In 1847 the ferry pier was joined to the mainland by a platform, making a T-shaped pier, and thereafter landings were made on the river side of the pier. In 1877 a floating pontoon was attached to the pier, replaced in the 1930s and removed in the 1980s. An upper promenade deck (Fig.47) was also added in 1881 but removed sometime in the mid-20th century. Originally known as Corporation Pier but renamed in 1854 following the visit of Queen Victoria.

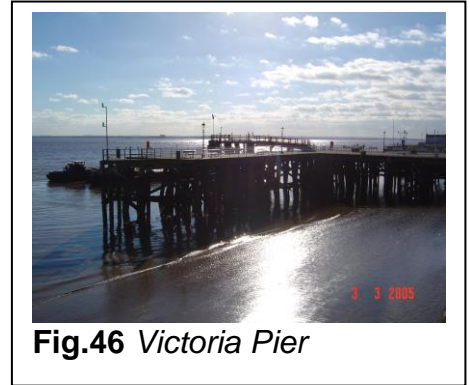


Fig.46 *Victoria Pier*

5. Minerva Pier – a late 20th century L-shaped cofferdam pier following the same lines of an earlier 19th century timber pier. Originally known as East Pier but renamed early 20th century. On the pier is the Royal Naval Association Memorial which was specifically designed for the site.

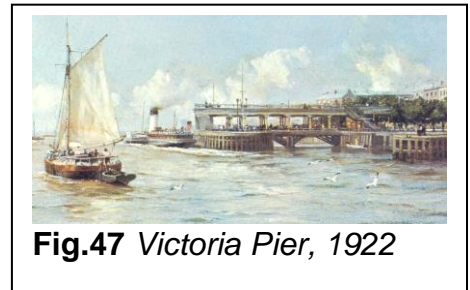


Fig.47 *Victoria Pier, 1922*

6. Minerva Terrace (Fig.48) – a charming basin-side terrace landscaped in the mid-1980s. Features lots of traditional paving materials and a modern central dais housing a large 18th century gun on a naval carriage. Named after the Roman goddess of wisdom. The name reflects the interest at the time in all things classical but may have been specifically influenced by the Minerva Freemason's Lodge which had moved into nearby Dagger Lane by 1802; and



Fig.48 *Minerva Terrace*

7. Island Wharf (Fig.49) – a stylish and contemporary plaza (completed 2005) with a central iconic office building.

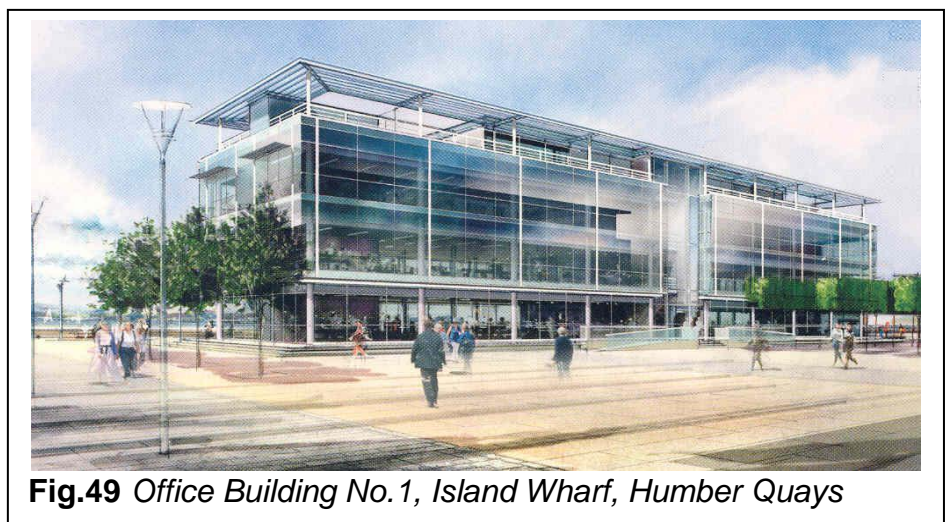
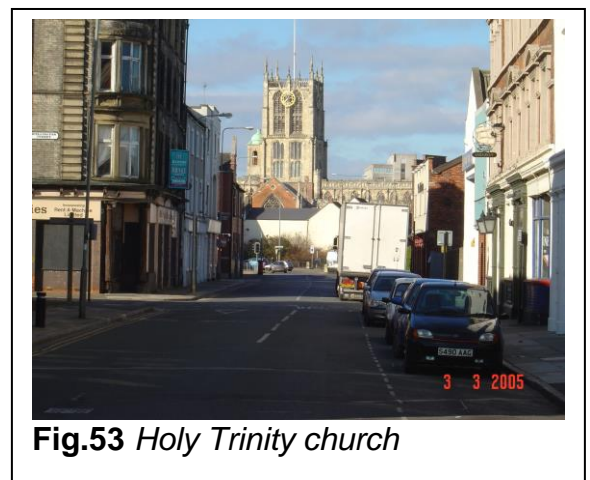
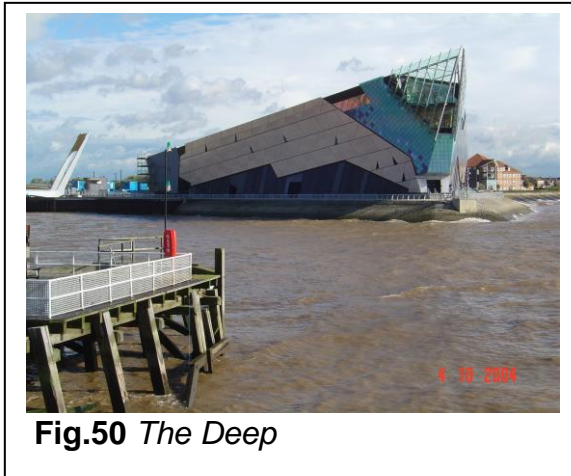


Fig.49 *Office Building No. 1, Island Wharf, Humber Quays*

14.13 In addition to the above, the zone also includes one potential new public open space at the grade II listed Central Dry Dock (formerly the South End Graving Dock). The dock was built in 1843 and extended in 1883. It was closed in 1992 and still retains an interesting collection of workshops, stores and cranes, the latter been brought from the Selby coalfield in 1973.

14.14 Collectively, the public open spaces have some of the best and most varied views, vistas and panoramas in the City. These include The Deep (Fig.50), the Ferry Terminal and Saltend (Fig.51), the Old Town (Fig.52), Holy Trinity church (Fig.53), the Old Harbour (Fig.54), Victoria Pier (Fig.55) and the Humber Bridge. Several of the views are particularly atmospheric at night.



14.15 Zone 4: Fruit Market & 'Forelands'

14.16 The character of zone 4 is defined by its concentration of surviving historic buildings (ranging in height from 2-4 storeys) and its mixed built form. The latter is partially the result of Second World War bomb damage and subsequent post-war clearance and redevelopment. Later 20th century clearance and redevelopment has also left its unremarkable impression on the area.

14.17 Prior to the 19th century, much of the land within zone 4 didn't exist. For hundreds of years Humber Street was the most southerly street in Hull. Although adjacent to the Humber, the town was separated from it by the 'seaward' wall of the town's 14th century defences. At the western end of the wall was the Hessele Gate (Fig.56), one of the town's four main entrances, and at its eastern end was the chain tower (demolished 1839). Also near its eastern end was the Water Gate, the main entrance to the town for visitors arriving by water. By the end of the medieval period, a small D-shaped area of land, known as the Foreland or South End, had developed in front of the Water Gate (Fig.57). As well as a landing, it was the site of one of the town's main rubbish dumps and a 'red-light area', with the Corporation, always with an eye for a quick profit, letting the land to prostitutes and then fining them for immoral conduct!

14.18 Around 1540, Henry VIII saw the military potential of the Foreland and soon afterwards an artillery battery was established. The earthwork defences on the Foreland were replaced in 1627 by a brick fort, known as the South End Fort or Battery (Fig.58), and it remained a significant part of Hull's defences until demolition in the middle of the 19th century.

14.19 By the later 18th century, the Foreland was just the eastern part of a larger area which was being actively reclaimed in front of the old town walls, attracting businesses relating to shipbuilding and chandlery (Fig.77). The dumping of spoil from the construction of Humber Dock in the early 19th century accelerated the reclamation process and a new grid of streets soon appeared (Fig.41). Although laid out about 1804, it was not until 1813 that Wellington Street, Nelson Street and Pier Street were officially named. The late naming of the streets reflected the slow pace of development. It was soon typical, however, of other quarters of the Old Town ie a dense urban mass, with lots of courts, yards and alleys, and

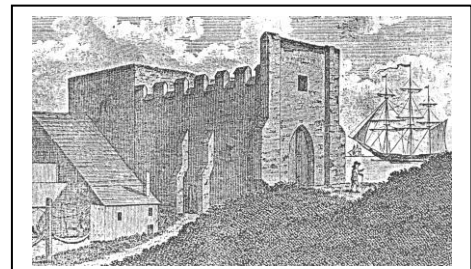


Fig.56 Hessele Gate, 1788



Fig.57 The Foreland, 1540

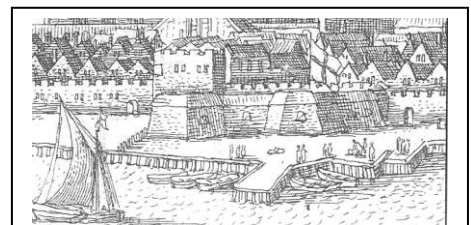


Fig.58 South End Fort, 1640



Fig.59 The Old Town, 1920s

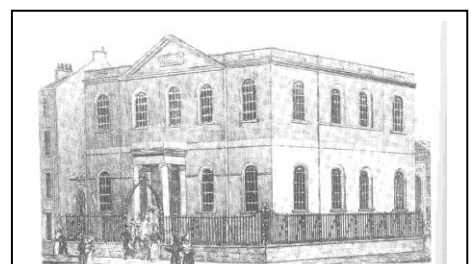


Fig.60 Wesley Chapel

little open space (Fig.59 & 78). The urban mass contained a varied mix of buildings including several grand edifices. Two of the grandest, on the south side of Humber Street, were the Wesley Chapel (Fig.60) (built 1832-3 and destroyed by enemy action during WWII) and the Theatre Royal (Fig.61) (built c.1809-10 and destroyed by fire in 1859). By the end of the 19th century, Humber Street was also noted for being the centre for the local wholesale fruit and vegetable trade because of its proximity to Humber Dock and Victoria Pier. Fresh foreign produce arrived daily at Humber Dock and at Victoria Pier market boats laden with local farm produce continuously plied back and forth across the Humber. Despite the closure of Humber Dock in 1969, the Fruit Market remained in its adopted street and turned to road haulage for its deliveries of fruit and vegetables (Fig.62).



Fig.61 Theatre Royal



Fig.62 Fruit Market

14.20 Although post-Second World War clearance and redevelopment has considerably changed the character of zone 4, many important and distinguishing elements still remain including 7 alleys: Martin's Alley (once unofficially known as Pig Alley from its previous association with slaughterhouses in the area (Fig.63)), Scott's Square, Horner's Square, Wellington Mart, Queen's Alley, Exmouth Buildings and Pilot Office Passage; 3 listed buildings and several unlisted buildings of historic townscape value, for example:

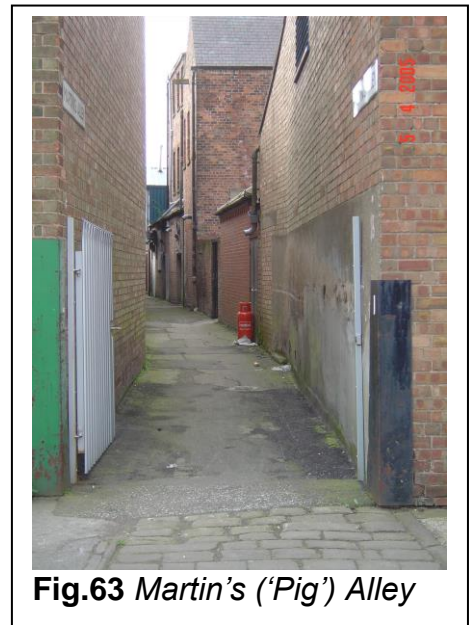


Fig.63 Martin's ('Pig') Alley

- 9-10 Humber Street – mid-18th century with later alterations. By Joseph Scott, builder. Part of a speculative housing development begun in 1757. No.10 was formerly in use as a public house (known as 'The Steam Packet') till c.1900;
- 23 Humber Street – mid-18th century with later alterations;
- 73 Humber Street (Fig.69) – c.1950s. Jaunty 'Festival of Britain' warehouse;
- Former Victoria Rooms (Fig.64), 65 Queen Street/54-59 Humber Street – former public or assembly rooms built 1837. Much altered but some original elements intact. Site formerly occupied by a circus and then a theatre (one of several in the area), known in succession as the Minor Theatre (1826), Humber Street Theatre (1827), Summer Theatre (1828+), Theatre Sans Pareil (1830-31), Clarence or Royal Clarence Theatre (1832) and Royal Kingston Theatre (1833-36).

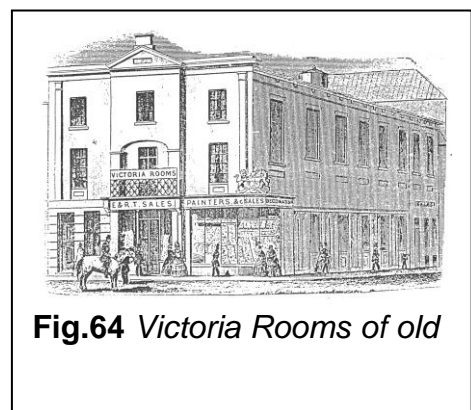


Fig.64 Victoria Rooms of old

- 47 Queen Street – early-mid 19th century street-riverside warehouse (pre-1853);
- The Oberon Hotel, 44-45 Queen Street (Fig.65) – early-mid 19th century. Refronted c.1891;
- Wellington House, Queen Street/Wellington Street (Fig.66) – c.1840s. Built on the site of an arena erected in 1827. The arena incorporated an exhibition hall and lecture hall, the Apollo Saloon. It subsequently became the Adelphi or Royal Adelphi Theatre;
- Former South End Brewery stables, Queen’s Alley – early 19th century. Brewery founded by Robert Bean in the early 1800s;
- The Green Bricks public house, 8-9 Humber Dock Street – early 19th century. Refronted 1907 by the Leeds Fireclay Co. Formerly Humber Dock Tavern and originally New Dock Tavern;
- Hesse Gate Buildings, 4-5 Humber Dock Street - 1884;
- 5-6 Humber Place – c.1840. Former Victorian town houses;
- 10 Nelson Street – c.1830. Former Georgian town house
- 13 Nelson Street – c.1830. Former Georgian commercial building;
- Former Sykes’ Head public house, 2 Wellington Street – c.1813. First known as the Steam Packet Tavern, a simple beerhouse, it changed its name during the 1840s. Obscured name board still extant; and
- Former Smoke House (Fig.67), 12 Wellington Street – c.1930s. Distinctive Hull building type. Last example in Old Town.

14.21 Humber Street includes the greatest concentration of purpose built fruit and vegetable warehouses – including ones of positive value such as the plain type (Fig.68) and the more distinctive type (Fig.69). Along with concreted former town houses (Fig.70) they create an area within this zone with its own distinctive character. With changing wholesale markets its survival in Hull is surprising and special care is needed to preserve and enhance its rare qualities.



Fig.65 *The Oberon*



Fig.66 *Wellington House*



Fig.67 *Former Smoke House*



Fig.68 *Plain post-war fruit and vegetable warehouse*



Fig.69 Distinctive post-war fruit and vegetable warehouse



Fig.70 Concreted former town houses

14.22 Undermining the area are many modern buildings of negative townscape value, unsympathetic alterations to historic buildings (Fig.71) and poor and open boundary treatments – especially along the south side of Wellington Street (Fig.72).



Fig.71 Unsympathetic roofing materials



Fig.72 Weak boundary treatment

14.23 Zone 5: 'Oldgates'

14.24 The character of zone 5 is largely defined by its lack of built form (due to widespread clearance work), its historic paved surfaces and its grid pattern of old medieval streets (although none retains its original name (see Appendix 2)). The standard ending for many of the old street names was -gate (from Old Norse *gata* = way, street or road), a residuum of previous Scandinavian influence in the region. Today only one street, Blackfriargate, retains this ending (Fig.73). Blackfriargate takes its name from the Augustinian or black friars who had a house north of the street, between High Street and Marketplace. The friary was founded in 1316-17 and lasted 223 years, before gaining the distinction of being the very last Augustinian house in England to be closed by the Crown on 10th March 1539. Adjacent to the southern precinct of the friary, in what is now the northern end of Queen Street, was the Butchery or Fleschewergate (street of the 'flesh-hewers' or butchers). Other trading and occupational street names once in use also include The Ropery (street of the ropemakers) and the self explanatory Merchant Row. The only trading and occupational street name to survive is Blanket Row (street of the drapers). The other two medieval street names are relatively self-descriptive. Sewer Lane (Fig.74) is 'the street next to the open dyke' (Wycotedyke) and Finkle Street is 'Love Lane' (from Middle English *finkle* = to pet or cuddle). Former buildings of note along the latter two streets include Crowle's Hospital (Fig.75) in Sewer Lane (founded by George Crowle in 1661 and demolished after 1902) and the Theatre Royal in Finkle Street (built in 1768 and demolished shortly after c.1810).

14.25 Prior to the Second World War, the character of zone 5 was typical of other quarters of the Old Town ie a dense urban mass, riddled with a myriad courts, yards and alleys, with little open space (Fig.59). By the end of the 20th century, it was a different story ie little urban mass and lots of vacant land. The stock of historic buildings was also reduced to two: No.21 Blackfriargate (Fig.76), a pre-1853 house/office/warehouse, and the former 1930s Neo-Georgian post office at the corner of Queen Street and Blanket Row. No.21 is a particularly significant and rare survival as it preserves the once common



Fig.73 Blackfriargate



Fig.74 Sewer Lane

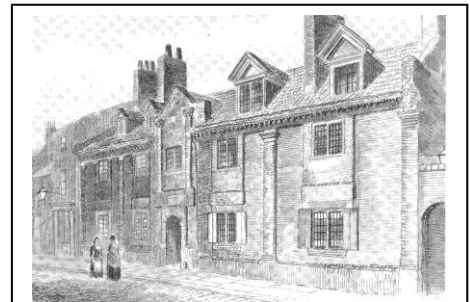


Fig.75 Crowle's Hospital

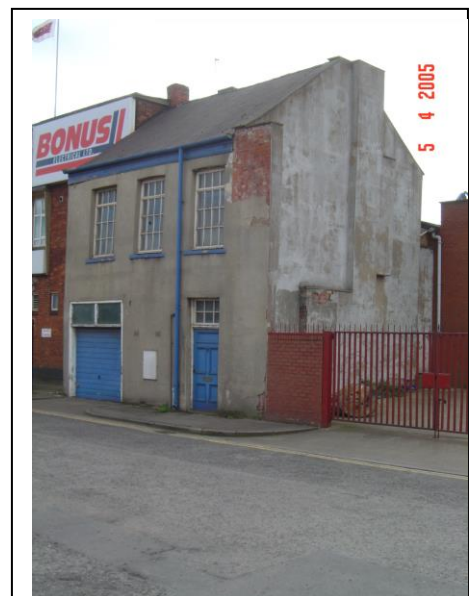


Fig.76 No.21 Blackfriargate

merchant property arrangement of house/office on the street frontage and long warehouse to the rear. The number of courts, yards and alleys were reduced too. Only 3 precious examples now survive: Martin's Alley, Scott's Square and Queen's Alley.

- 14.26 Much of the modern built environment of zone 5 is of negative and neutral townscape value. The only modern building of positive value is the competent traditionally designed Marina Court (Fig.79), a late 1980s development that follows the local vernacular and uses traditional materials, forms, features and detailing. This zone's current lack of built form, however, is compensated by a number of good views and vistas, including landmark buildings such as Warehouse 13, Holy Trinity church and the Tidal Surge Barrier



Fig.77 Hull, 1784



Fig.78 Hull, 1853

15. Future Development

15.1 The appraisal area includes a 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 realm⁵. 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 environment⁶:

- 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 10-10b Humber Dock Street.
- Traditional – an approach that follows the local vernacular and uses traditional materials, forms, features and detailing. 142-7 High Street and Marina Court (Fig.79), 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 (Fig.80).
- 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 the former Pepis Marina Palace, overlooking 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 (Fig.50) on Sammy's Point at the mouth of the River Hull is an excellent example as is Office Building No.1 at Island Wharf (Fig.49).



Fig.79 *Marina Court*



Fig.80 *Streetlife Museum*

- 15.2 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 sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture⁷. 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.
- 15.3 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/or good quality materials and include references (or 'touchstones') to the past⁸.
- 15.4 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 different building types within the local vernacular as well as distinguished buildings of quality such as Hesslegate Buildings. Street names, signs, landscaping, on-site interpretation, maintenance of ancient boundaries and historic plot widths – 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.

5. See 'PPS1: Delivering Sustainable Developments' (para.1-13 & 33-39), 2005 & 'Hull CityPlan' (policy BE1), 2000.
6. Adapted from 'Design in the Historic Environment', M. Davies in Building Conservation Directory, 2003.
7. See 'Building in Context – New Development in Historic Areas', CABE/English Heritage, 2000.
8. See 'Homes with History', IFA/ English Heritage/Housing Corporation, 2003.

- 15.5 Because hardly two adjoining buildings are of the same design or building type special care is needed in the design of infill buildings or buildings on larger sites. Reference just to adjacent buildings could undermine the rich variety that exists and other references are likely to be more appropriate. In such cases the site's location in or outside of the old medieval quarter will indicate principal plot widths, 3 or 4 storey maximum storey heights and most appropriate building type to use for reference (See 10.2). Old photographs and illustrations of the area can also provide useful references, say for the design of traditional shop fronts for example (Fig.81).

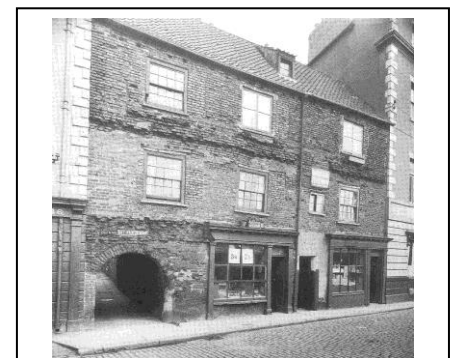


Fig.81 *Old photo showing traditional shop fronts at 47-48 Humber Street (now demolished)*

15.6 Large sites require even greater care as they may front a number of streets or even different character areas. Large buildings with flat roof lines, horizontal proportion and monolithic repetitive design would significantly harm the area. Such sites should be broken down into a number of separate blocks each designed separately to reflect the characteristics of the area as defined in this character assessment:

- i) Location in relation to underlying archaeology
- ii) Historic street pattern
- iii) Historic paved surfaces
- iv) Opportunities for tree planting and avenues
- v) Opportunities for public art
- vi) Building quality
- vii) Building character type
- viii) Plot width
- ix) Skyline variety
- x) Important views and vistas
- xi) Traditional building and roofing material
- xii) Traditional windows
- xiii) Character zone

16. Design Statements.

16.1 All applications for new development should be accompanied by a design statement that includes consideration of the characteristics of the conservation area as defined in this document, an urban design analysis⁹ 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).

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

17. Advertisements & Signs

17.1 As a general rule, 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 being 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 (Fig.82).



Fig.82 Traditional sign

18. Preservation & Enhancement Schemes

- 18.1 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 supplementary planning guidance, 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.

Adopted by the Planning Committee 15th November, 2005.

Addendum

On the 12th July 2017, the Secretary of State for Culture, Media and Sport added the Public Conveniences and the statue of William de la Pole, Nelson Street to the List of Buildings of Special Architectural or Historic Interest. The buildings are now listed at Grade II.