

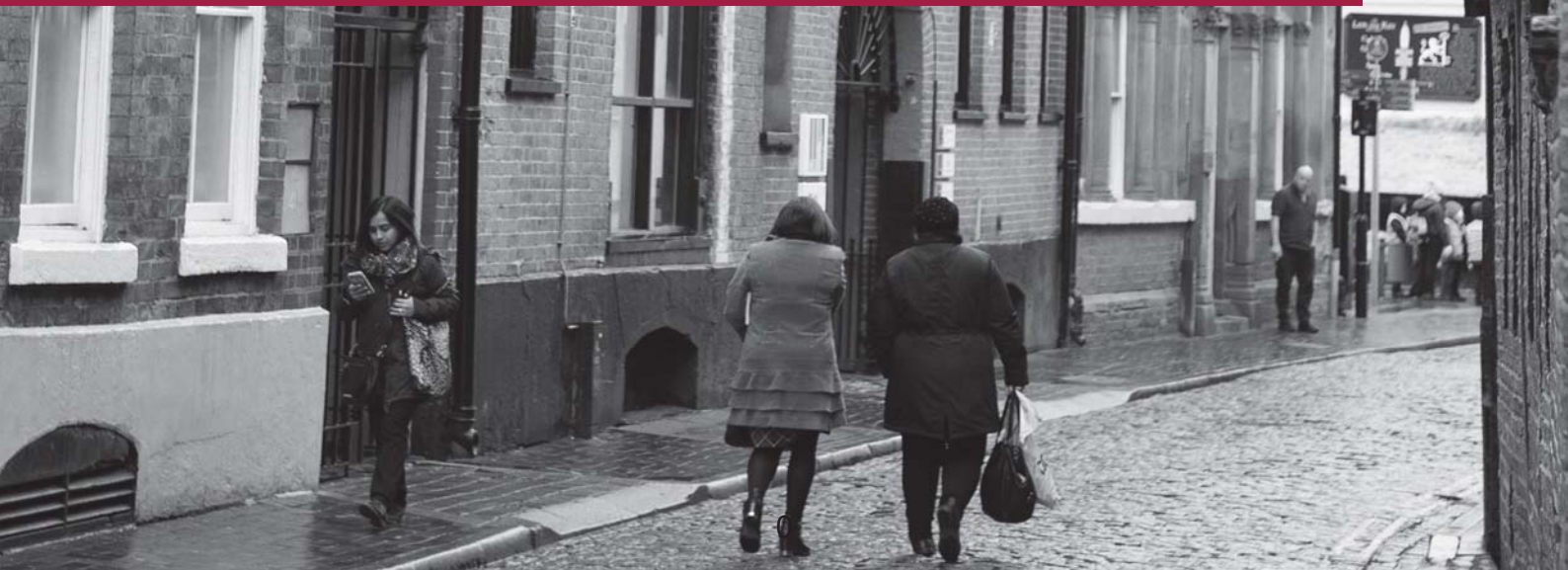


Old Town Conservation Area Character Appraisal

September 2021



Hull
City Council



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1. Summary

- 1.1 The purpose of this character appraisal is to define and record what makes the Old Town (Figure 1) worthy of its designation as an 'area of special architectural or historic interest'. This is important for providing a sound basis, defensible at appeal, for local plan policies, development management decisions and effective planning enforcement, as well as for the formulation of proposals for the conservation and enhancement of the area. The clear definition of the special interest, and therefore significance, of the conservation area will also help to reduce uncertainty for those considering investment or development within the Old Town and its setting.

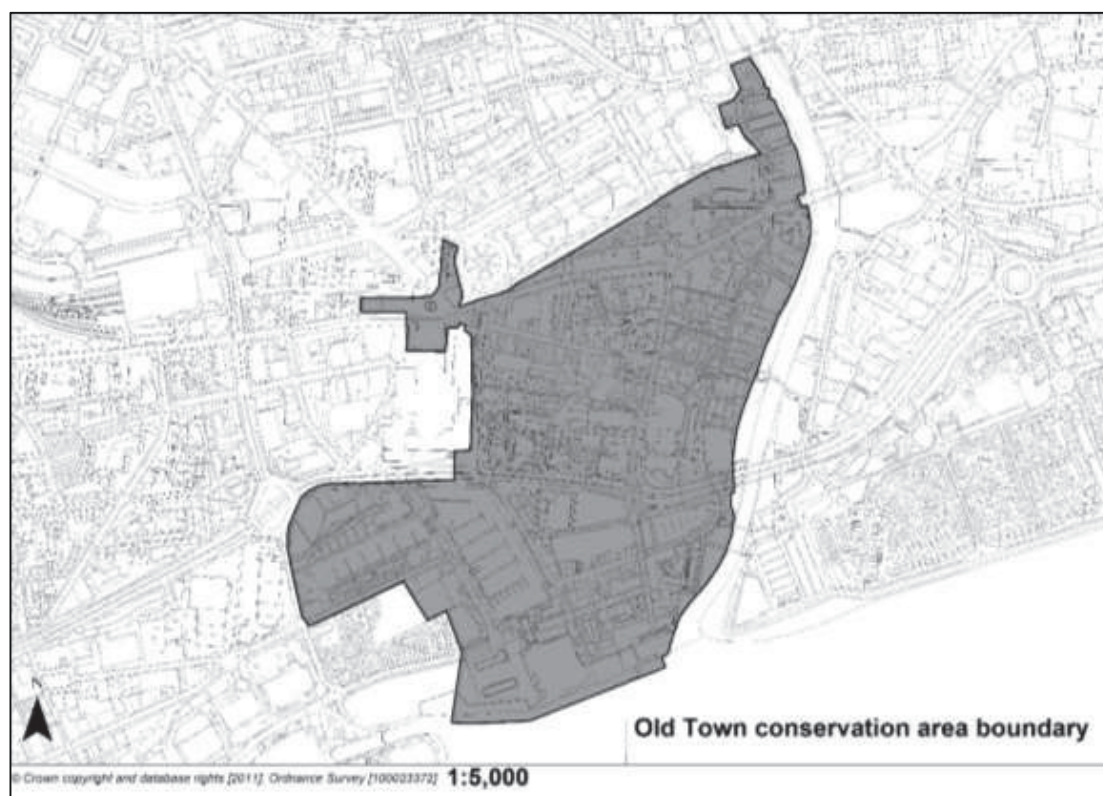


Figure 1: Map of the Old Town Conservation Area

2. Introduction and background

- 2.1 Conservation Areas are areas of special architectural or historic interest. Along with Hull's many listed buildings, they represent the best of the City's built heritage, providing Hull with its local distinctiveness and strong sense of place. To preserve this built heritage, it is essential that planning decisions are well-informed, taking the distinctive characteristics and special interest of the conservation area in question into account. To help do this, Local Planning Authorities produce character appraisals which help define this special interest.
- 2.2 Hull's long and significant historical importance is best experienced in the Old Town; the core of the modern city. This conservation area covers approximately 54 hectares (133 acres) and contains 190 statutory listed buildings (Historic England, 2019c) which represents about 35% of Hull's total number of listed buildings. Many of its unlisted buildings (non-designated heritage assets) also have historic and townscape value.
- 2.3 Hull is a medieval town (Figure 2) which was previously defined by the River Hull on the east and defensive walls on the north, west and south sides (Markham, n.d.) The walls were demolished in the late 18th and early 19th centuries. Evidence of developments from many historical eras, including large concentrations of Georgian, Victorian and Edwardian buildings, can be found within the Old Town. Each generation that has lived in the Old Town has left its own touchstones to the past, which paint a picture of previous lives, events and land uses and connects us with that past. The unique combination and visual interaction of historic buildings and the spaces between them is what gives the Old Town its distinctive townscape and sense of place. This document seeks to aid the positive conservation (management) of this distinctive character.

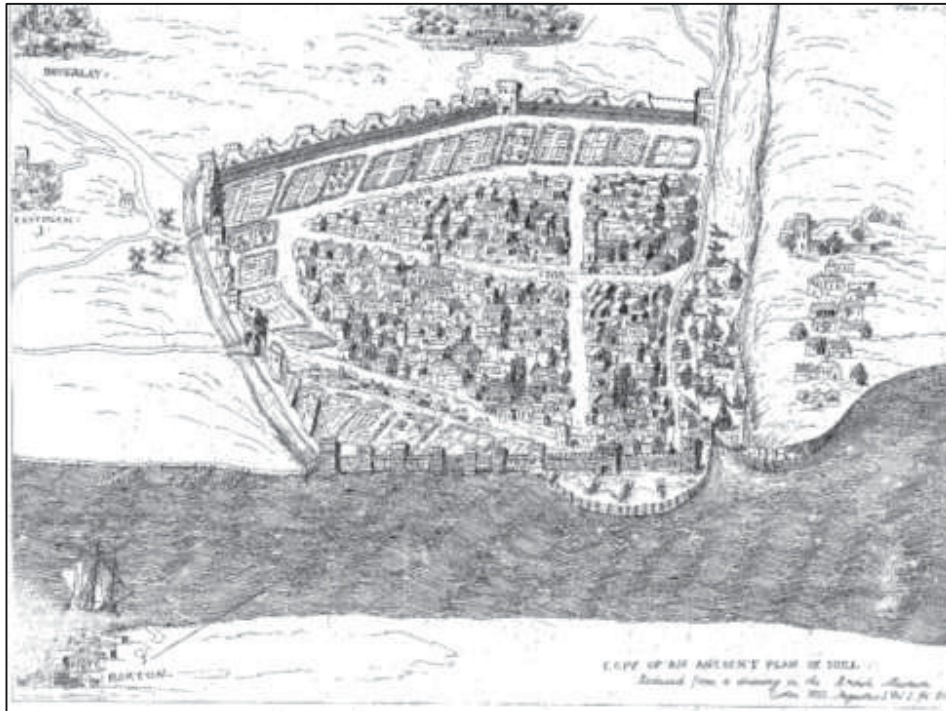


Figure 2: Hull in the 16th century (Hull Local Studies Library, 2007)

- 2.4 This does not necessarily require new development to replicate the old. Whilst pastiche development will occasionally have a role, high quality design that responds to local distinctiveness will normally be preferable. New development that demonstrates a considered and sympathetic use of scale, massing, rhythm, vernacular materials and architectural references to historic built forms and patterns of development are more likely to be successful in preserving and enhancing the character of the conservation area.

3. General history and development

- 3.1 The city now known as Kingston upon Hull was once a small 12th century settlement named Wyke upon Hull, owned by the Abbey of Meaux. It is believed that, due to artificial channelling, the River Hull changed its course around the mid-13th century from the Auld Hull in the west to Sayer Creek in the east, which is now the River Hull. Archaeological evidence appears to show Wyke changing its location around this time to the area which is now Hull's Old Town.
- 3.2 The Old Town has many ties to the Middle Ages which are largely responsible for its historical significance. The medieval town was surrounded by defensive walls on three sides, and the River Hull on the fourth, and this restricted the growth of the town, resulting in many of its streets being extremely narrow (Figure 3). The medieval street pattern can still be seen within the Old Town today. Other surviving connections to the Middle Ages include two medieval churches, Hull Minster (also known as Holy Trinity) and St Mary's (Neave & Neave, 2017; Figures 4 and 5). In 1296, King Edward I purchased Wyke as he needed a port in the north of England to supply his armies in preparation for a forthcoming campaign against Scotland. He named the settlement 'King's Town', leading to its current name of Kingston upon Hull (Hull History Centre, n.d.). By the end of the Middle Ages, Hull was one of Yorkshire's three largest towns. It had established itself as one of the most important ports on the English East Coast, with only London exceeding it in terms of wealth and trade.

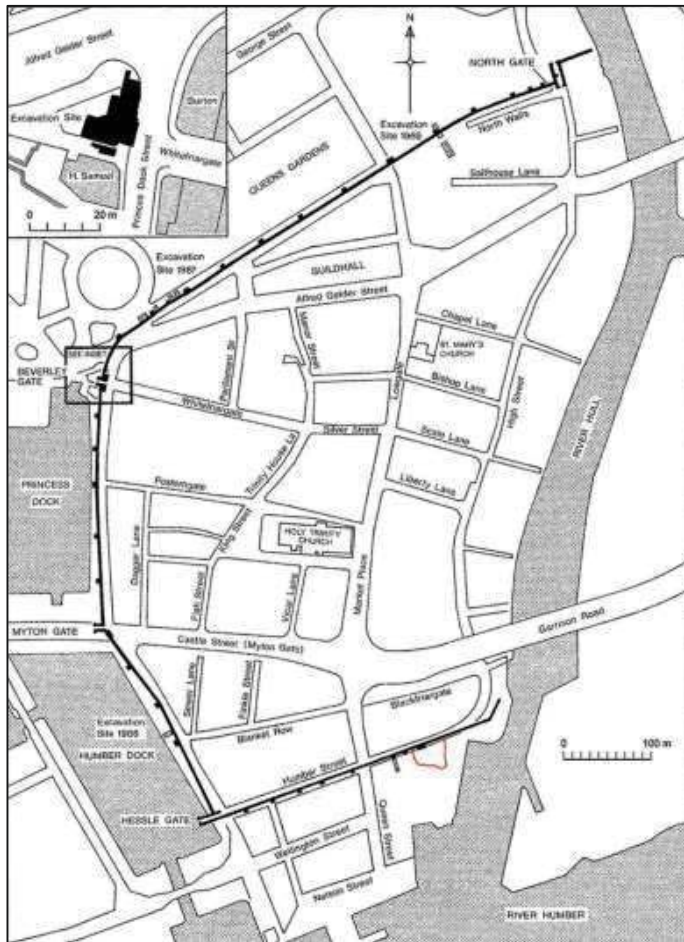


Figure 3: The medieval town walls and street plan contained therein (Evans, 2017)



Figure 4: Hull Minster

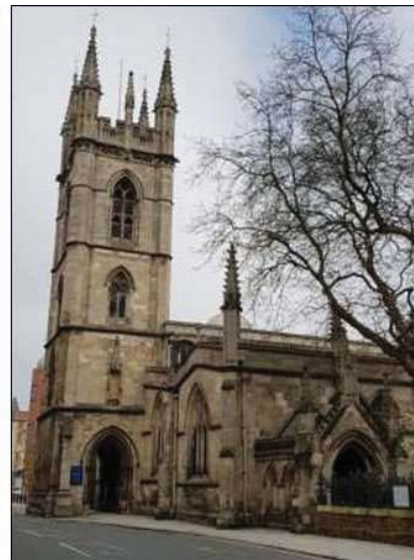


Figure 5: St. Mary's church

- 3.3 The line of the town walls, before the settlement expanded beyond them, can still be traced within the existing street pattern of the Old Town. During King Edward II's reign, Hull developed some of the strongest defences in Yorkshire (Evans, 2018). These were further strengthened under the reign of King Henry VIII when three blockhouses (small forts), linked by a curtain wall and outer moat, were built on the east bank of the River Hull in the mid-16th century (Figure 6). The walls surrounding the settlement defended Hull for four centuries and allowed the town to play a crucial role in the English Civil War (Markham, n.d.). Just prior to the start of the English Civil War in 1642 a second circuit of outer defences were added, comprising five half-moon batteries, linked by a rampart and outer ditch. The River Hull was regularly used for trade purposes throughout history, with Hull's medieval prosperity being largely achieved through the export of wool (Allison, 1969b). Trade with various countries influenced the Old Town's development, thus by the 17th century Hull had the appearance of a Dutch town (Hull City Council, 2014). This was evidenced by Hull's brick town walls, gateways and many Artisan Mannerist buildings (Neave & Neave, 2010), some of which can still be seen today (Figures 7 and 8).

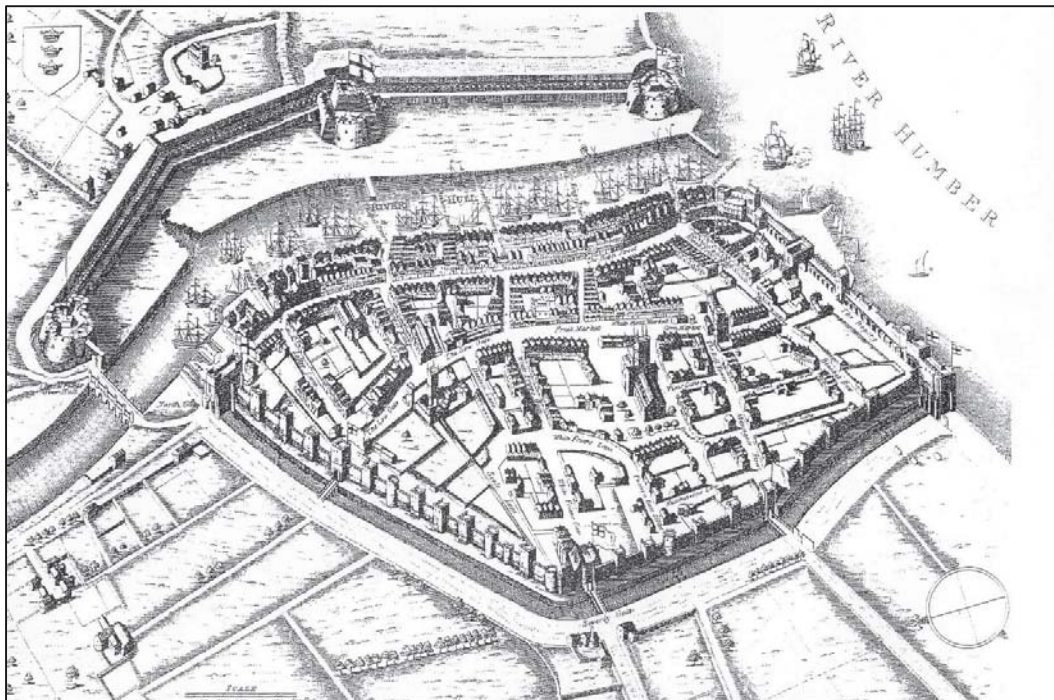


Figure 6: A view of Hull from the west just before the English Civil War (Wenceslas Hollar)



Figures 7 and 8: Examples of Artisan Mannerist buildings in the Old Town: Wilberforce House (left) and Ye Old White Harte (right)

- 3.4 Hull underwent intensive urban growth during the late 18th and early 19th centuries (Allison, 1969). The town experienced high housing densities, congested industrial concentrations, limited urban space and crowded slums. At the same time, an increasing emphasis on trade caused the River Hull to become extremely congested, leading to the town's walls being removed to allow the construction of new river docks. The following docks were established; Queen's dock (1778), Humber dock (1809), Prince's dock (1829) and the Railway dock (1846). After all these constructions were completed, the Old Town gained the appearance of an island surrounded by water (Figure 9). Furthermore, spoil from the construction of the Humber dock was used to create Wellington Street and Nelson Street which changed the topography of this part of the conservation area.

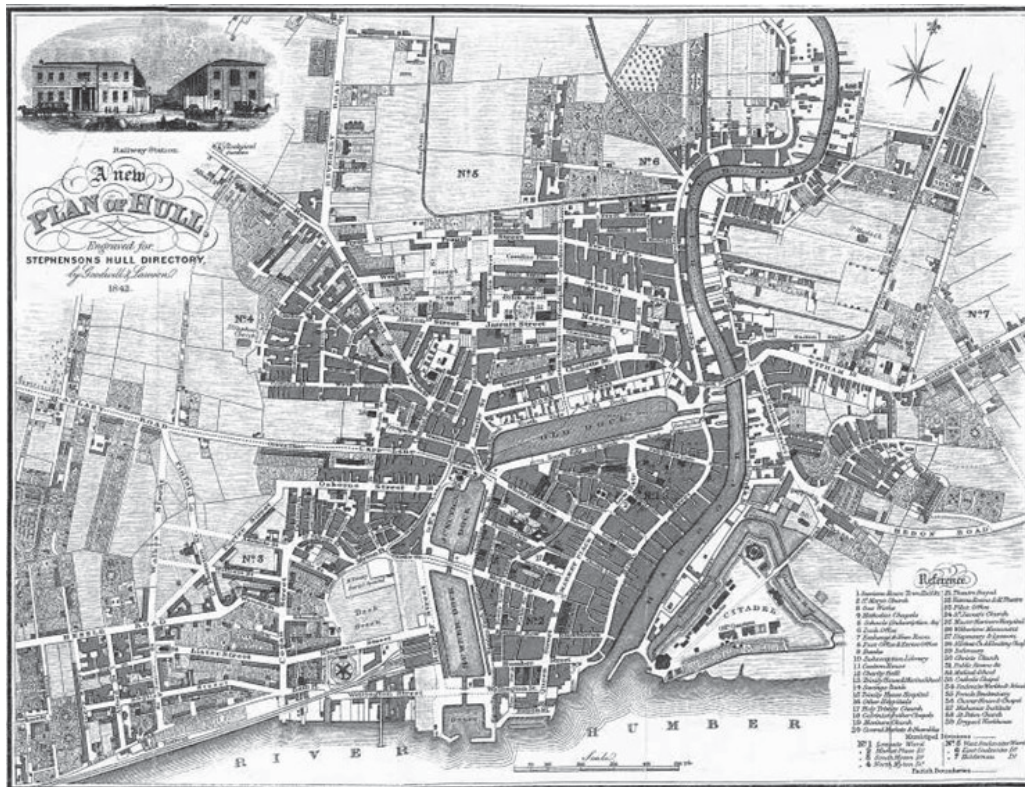


Figure 9: Map of Hull in 1842, during which time the Old Town had the appearance of an island surrounded by water (Hull Local Studies Library, 2007)

- 3.5 During the first half of the 20th century, many of the crowded slums located in the courts and alleys of the Old Town were deemed unfit for human habitation and demolished (or were lost to enemy bombing raids). Additional notable changes during this period include the creation of Queen Victoria Square (Figures 10 and 11), the laying out of Alfred Gelder Street and the construction of numerous majestic buildings such as The Guildhall (1904-16; see Figures 12 and 13), The City Hall (1903-9; see Figure 14), The Market Hall (1902-4; see Figure 15) and the old Head Post Office (1904-9), all of which are now listed buildings (Historic England, 2019c).



Figure 10: Queen Victoria Square



Figure 11: Queen Victoria Square



Figure 12: Guildhall



Figure 13: Guildhall



Figure 14: City Hall



Figure 15: The Market Hall

- 3.6 During World War II (1939-45), Hull was the most heavily bombed provincial city in Britain. The Old Town suffered significant damage, especially in the southeast quarter. Other major losses included the Market Hall of 1887 which stood in Queen Street, the warehouse at the rear of Wilberforce House which contained 40 years' worth of historical artefacts and a number of fine Georgian houses on the east side of High Street which, although not totally destroyed, were deemed not worth restoring after the end of the war. The central area experienced lighter damage in comparison (Haywood & Haywood, n.d.). A small 17th-century Artisan Mannerist building on Dagger Lane, often thought to have been destroyed by bombing, had already been dismantled for re-erection in a museum setting, but was later lost. After the war, neglect and shifts in economic focus led to the number of people living and working in the Old Town to fall dramatically, causing many buildings to become abandoned.
- 3.7 The appearance of the Old Town underwent considerable change in the late 20th century. The A63 Castle Street, now the main road into Hull from the west, was built in the 1970s. Losses during its construction included a timber framed house of 1588 in Queen Street and a significant number of 17th and 18th century buildings were demolished in Mytongate and Blanket Row in preparation for construction of the A63 Castle Street.
- 3.8 Castle Street has divided the northern and southern parts of the Old Town, preventing people from moving easily from one side to the other. Business profits began to decline as a result, particularly in the south, causing many additional buildings to become derelict. The southern part has therefore received more investment for developments in recent years compared to the rest of the conservation area. Regeneration works began in the early 1980s (Hull City Council, 2014) and investments targeted around the marina introduced new housing, offices, a hotel, a pub/restaurant, a boat yard and boat shed. A 19th century warehouse (Warehouse 13) was also refurbished and converted to flats. The southern part of the Old Town now has a significantly more modern appearance than the northern and central areas, yet each area remains crucial to the distinctive character of the conservation area. Today, vacant buildings in the Old Town are few in number and the amount of people living, working and visiting the Old Town has risen considerably.

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 (Hull City Council, 2014). The land on which it sits is approximately 4.5m above sea level (Ordnance Datum Newlyn) and consists of post-Roman alluvial soil or, in the case of its eastern and extreme southern limits, 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. (For more information, see Horrox, 1978).

5. Archaeology

- 5.1 The Old Town has a rich archaeological heritage which dates mainly from the medieval and early post-medieval period, during which time 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 the conservation area is exceptionally good and nationally significant.
- 5.2 The Humber Historic Environment Record (HHER) is a collection of information relating to all known archaeological sites within Hull and the East Riding of Yorkshire (Historic England, 2019b). The HHER has records of archaeological sites and finds dating from the prehistoric period until the post-medieval period. Generally, artefacts and sites dating up to and including 1700 AD are recorded. The HHER has records of listed buildings and unlisted buildings of historic interest, as well as buildings marked on the 1st edition OS maps and 20th century fortifications. It comprises over 17,000 records and has an extensive collection of aerial photographs.
- 5.3 Augmenting the HHER will be the Hull Urban Archaeology Database (HUAD), a project funded by Historic England. The project will accurately record and map the historic environment, including the depths of modern disturbance and the depths of archaeological deposits. The extent of bomb damage experienced during World War II will also be mapped. Data will be presented as a 3D model to assist in identifying areas of archaeological potential and survival. This information will be presented on a

web-based platform which will be used to better inform future planning decisions. The project commenced in March 2019 and is expected to be completed in 2021.

5.4 For further information about archaeology in the Old Town, see the following:

- A historical map of Hull (Neave & Neave, 2017)
- The Fortifications of Hull between 1321 and 1864 (Evans, 2017; Historic England, 2019)
- Historic Environment Records (Heritage Gateway, 2017)

5.5 Public archaeology

5.5.1 Despite its historical significance, the Old Town has limited archaeological remains on display to the public. This means that the preservation of remains which are displayed is essential for maintaining the area's historic character. At the west end of Whitefriargate, a display originally opened in 1990 and, re-presented in 2017, provides views of the northern half of the 14th-17th century Beverley Gate, as well as a short length of the late 14th or early 15th century town wall (Figures 16 and 17). The Beverley Gate (Figure 18) is where Sir John Hotham famously refused entry to King Charles I in 1642, which contributed to the triggering of the English Civil War. Earlier still, it was here that Sir Robert Constable, the rebel governor of Hull during the Pilgrimage of Grace, was hung in chains in 1537. The site therefore has significant historical importance. The full town wall is believed to have consisted of approximately 4.7 million bricks. This would have made it the most extensive brick structure in medieval England; an iconic historical construction.



Figures 16 and 17: The Beverley Gate display



Figure 18: The Beverley Gate in 1770 (Evans, 2017)

6. Streets, public spaces and art

6.1 General streetscape

6.1.1 Streets within the Old Town are of a variety of lengths and widths. The Historical zone and parts of the Civic zone contain many short and narrow medieval streets, whereas the Fruit Market zone and the lower end of the Maritime zone have more modern, larger streets such as the A63 Castle Street (Figure 19). The Old Town contains streets developed in numerous time periods, notably the Medieval and Georgian periods, such as Manor Street and Parliament Street, respectively (Figures 20 and 21). Most streets include roads and paths. A few streets are entirely pedestrianised, for example Parliament Street and Whitefriargate, whereas others include footpaths but are largely dominated by car usage, such as Lowgate, Market Place and Alfred Gelder Street.



Figure 19: The A63 Castle Street; a busy, modern road which separates the Civic and Historic zones from the Fruit Market and Maritime zones



Figure 20: Example of a short and narrow medieval street: Manor Street



Figure 21: An example of a Georgian Street: Parliament Street.

6.1.2 Numerous paving materials are found throughout the Old Town, some of which are illustrated in Figure 22. York Stone paving and granite kerbs are commonly used, particularly in the Historical zone. Other notable materials present in the conservation

area include Victorian granite setts and gully stones, red block paving, concrete, granite paving, sandstone paving, porphyry paving, basalt paving, Kellen Lavarò concrete block Grijis, re-laid cobbles and coloured Macadam. Rarer used materials primarily located in the Historical zone include modern Chinese and Portuguese granite setts.



Figure 22: A photograph capturing some of the paving materials used in the Old Town (York stone paving; granite sets, gully stones and kerb stones; and modern brick block paving).

6.2 Street furniture and signs

6.2.1 Street and dock furniture adds charm, character, richness and variety to the conservation area and thus it is essential that high-quality and/or historic examples should be retained. Historic street furniture is now rare in the Old Town making surviving examples extremely important. Some key historic street furniture includes the Victorian standpipe on North Church Side, the former drinking fountain and cattle trough on High Street and the two manhole covers (bearing the legend of 'HHPCo') on Charlotte Street. The reinstatement of displaced historic street and dock furniture is desirable to further enhance the character of the Old Town.

6.2.2 Modern street and dock furniture also contribute to the Old Town's sense of place. Furniture ranges in date, design and quality, with some good examples including the stylish and distinctive Urbis 'sexton' lighting columns along Humber Dock Side and the decorative dockside railings. Although modern street and dock furniture does play an

important role in placemaking, it is crucial that new developments take into account the wider context, setting and materials as well as durability and maintenance. Their numbers should be kept to a minimum to avoid visual clutter.

- 6.2.3 Historic street signs also add to the Old Town's sense of place, providing charm and character through a range of designs, lettering and materials such as cast iron, stone and encaustic tile. Such signs should be retained and missing signs should be reinstated whenever opportunities arise involving the original designs, materials and lettering.

6.3 Main streets & public spaces

- 6.3.1 Queen Victoria Square (see Figures 10 and 11): A spacious hub, first pedestrianised in the 1980s. The square was created at the start of the 20th century to display the confidence and aspirations of the City. It contains a monument to Queen Victoria (1903) by H.C. Fehr (Neave & Neave, 2012) and a suite of underground public toilets, both of which are listed. This is an aesthetically pleasing space which is popular amongst residents and tourists alike. Attractions such as the fountains designed by Mel Chantrey (The Fountain Workshop, n.d.) especially appeal to children and provide a focal point for people to gather around the square to sit, eat and chat.
- 6.3.2 Beverley Gate and 'Monument Bridge' (see Figures 16 and 17): Here, the northern half of the 14th-17th century Beverley Gate, as well as part of the late 14th or early 15th century town wall, can be viewed (see section 5.1. Public Archaeology). New landscaping and seating areas have made this a popular display where its historic significance can be enjoyed by both residents and tourists.
- 6.3.3 Prince's Dock Side: Created at the beginning of the 1990s, this space features the line of the medieval town wall, a postern and three of the four interval towers that originally stood between the Beverley Gate and the Myton Gate. Outdoor seating, eating and drinking establishments create a continental-style atmosphere. The waterside location with views of the old dock also emphasises the distinct maritime character.

6.3.4 Trinity Square (see Figure 23): A wide and open urban space, originally created by demolition of the east side of King Street to enable transfer of the market from Market Place at the end of the 19th century. Colloquially known for many years as 'The Open Market', and named Trinity Square in the early 21st century, this square has retained its vitality through its peripheral use for outside seating near café bars and public houses, giving it a continental-style atmosphere. An extremely positive feature, recently added to this space, are the mirror pools (Figures 24 and 25). Designed by Mel Chantrey (The Fountain Workshop, n.d.), this collection of eight 4 x 4m water features reflect the grand architecture of Hull Minster, creating the effect of mirrored paving. In addition, optional gentle stirring of the water creates unique shapes (Hull Minster, 2017). This feature provides the area with a memorable and relaxing ambiance which can be enjoyed by all. Trinity Square was increased in size in 2017 by incorporating the western end of the churchyard by removing the perimeter wall and marking its position with a brass strip. King Street, North Church Side and South Church Side, which form the western, northern and southern boundaries of Trinity Square are part of the medieval street pattern, which is a key feature of the Old Town's historic character. It is important to ensure that their individual names are retained as postal addresses and in name signs.



Figure 23: Trinity Square



Figures 24 and 25: The mirror pools at Trinity Square

6.3.5 High Street: High Street's built form creates a strong sense of enclosure and intimate character (Figures 26 and 27). The irregular and curving alignments of High Street reveal significant views of many highly detailed and characterful buildings. Some examples of the Dutch style gable ends can be seen, for instance at 34 Scale Lane. Highly distinctive staiths (narrow side streets leading to the River Hull) can be found along the east side of High Street (Figure 28), some of which provide attractive framed views. Residential use has increased since the 1980s, with numerous former warehouses having been converted into flats. Several pubs in High Street and Scale Lane, many serving food, add character to the area and the Museums' Quarter off High Street is a popular tourist attraction.



Figures 26 and 27: High Street



Figure 28: Chapel Lane Staith located off High Street

- 6.3.6 Whitefriargate/Silver Street: Historically, Whitefriargate, and its eastern extension Silver Street, is part of a medieval street originally known as Aldgate, which led from the Beverley Gate, at the west end of the street, deep into the heart of the Old Town. The name Whitefriargate is derived from the street's position alongside the site of a former medieval friary belonging to the Carmelites, or White Friars (on the south side of the street). The site and buildings of the latter, closed in 1539, passed through several hands, including Thomas Ferres, who in 1621 granted the property to Trinity House. Trinity House began a programme of redevelopment in the late 18th and early 19th- century and the uniform appearance created by them remains largely intact above ground floor level. On the north side of the street the architecture is more eclectic with buildings ranging in date from the late 18th century to the late 20th century.
- 6.3.7 Although outwardly still a busy street, this belies the fact that the Whitefriargate has lost its position as a prime retail destination due to new and bigger shopping centres at Princes Quay and St Stephen's with their own parking, and the growth of online shopping (accelerated by the Covid-19 pandemic of 2020-21). Despite the many changes over the years, and a shift in retail needs, patterns and focus, the street still provides an important retail axis that links Trinity Market and Hepworth's Arcade, at the heart of Hull's Old Town, with the rest of the city centre. Footfall has always been high along Whitefriargate.
- 6.3.8 Lowgate/Market Place: A high level of containment and the width of the street gives it a feeling of importance and a city scale. The area contains several listed buildings, including Hull Minster, a subterranean public convenience (closed for use) and several former banks. Buildings are used for a variety of purposes including offices (which are mainly used by the financial and legal sectors), retail, entertainment, pubs and restaurants. The recently remodelled King William House (opposite Hull Minster and now converted to residential use) successfully shows how a 1970s office block can be re-imagined and positively enhanced. At the south end of Market Place is the magnificent gilded equestrian statute of King William III (1734).

- 6.3.9 'West Square': A pleasing seating area created on the north side of Scale Lane Staith in 2013, when the area was re-landscaped with a series of stepped gardens leading to the threshold of Scale Lane Bridge (which provides a walkable route connecting the Museums' Quarter on the west bank to The Deep on the east bank at Sammy's Point). The space is flexible in design, with the capacity to host events for large crowds. In addition, the involvement of multimedia artist Nayan Kulkarni and artist Shauna McMullan in the design process has allowed for public art to be fully integrated into the scheme (see Public Art).
- 6.3.10 Zebedee's Yard: Essentially a privately operated public car park (which links with Custom House Yard), but which also serves as a public events space on certain occasions each year. The space was created between 2013-15 following the demolition of the Hull Trinity House school (which relocated to a new site).
- 6.3.11 Alfred Gelder Street: A wide and grand 'boulevard', laid out in 1901 in stark contrast to the medieval street pattern found elsewhere within the Old Town. Alfred Gelder Street acts as one of the main vehicular routes leading from the east into the city centre. Large buildings predominate (many with wide frontage dimensions), interspersed with buildings of a more intimate scale, including several public houses, Hanover House and Town Hall Chambers. The grandest buildings are The Guildhall and the former Head Post Office (now flats, along with several other office conversions), which create an impressive entrance at the junction with Lowgate. They also add, along with a suite of other buildings, to the grandeur of the pseudo civic space around the Charles Henry Wilson statue. Distinctive focal elements contribute further to the strong sense of place, such as the clock tower and symmetrical frontage of The Guildhall, St. Mary's church tower and the dome of the modern Crown Court. In terms of development, the street is now largely consolidated (apart from conversions), except for the vacant corner site with 'Little' High Street, close to Drypool Bridge.
- 6.3.12 St Mary's churchyard: An intimate and 'square' like space and a welcome refuge from the surrounding busy streets. The low wall enclosing part of the churchyard is topped with a fine set of contemporary railings, added in 2007 to replace the plain railings that were compulsory removed during World War II as part of a national salvage campaign.

6.3.13 Unnamed crescent south of Rotenhering Staith and north of the Hull Tidal Surge Barrier: A curving crescent between the Myton Bridge and the elegant Tidal Surge Barrier; a flat arched structure built in 1980 which stands at over 118ft (Figure 29). At night, illumination of the glazed staircase to each tower makes this a prominent landmark.



Figure 29: The Hull Tidal Barrier.

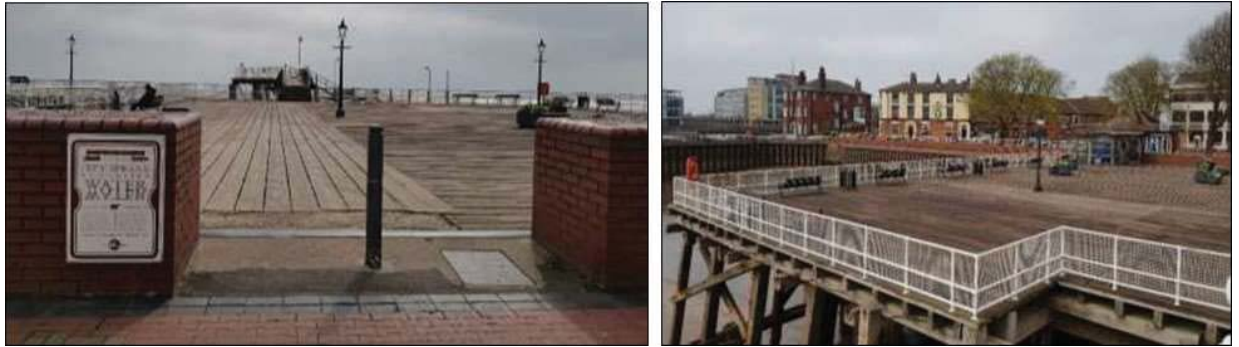
6.3.14 New South End': A modern viewing area at the mouth of the River Hull, featuring several public art works.

6.3.15 Nelson Street (Figures 30 and 31): A broad and once tree-lined promenade built at the beginning of the 19th century. This provides river views, a quiet place for contemplation and a good range of buildings such as the acute angled Minerva Hotel with its attractive rounded corner. The area's character is also enhanced by the following factors: distinctive Ibstock I-block paving, the 1930s public conveniences, the former Humber ferry ticket office and the horse wash – a slipway to the side of the pier where horse-drawn carts once loaded and offloaded goods from market boats. A new flood defence project (due for completion in 2021) will safeguard the Old Town and all parts of the city bordering the River Humber. The defences in Nelson Street and Minerva Terrace have been specially designed to ensure that visitors of all ages will continue to have a good view of the Humber.



Figures 30 and 31: Nelson Street

6.3.16 Victoria Pier (Figures 32 and 33): Established in 1801, this L-Shaped timber pier provides broad views of the Humber estuary, passing ships, Albert dock, the eastern docks and the Humber Bridge.



Figures 32 and 33: Victoria Pier

6.3.17 Minerva Pier (Figure 34): A late 20th century L-shaped cofferdam pier, which has replaced an early 19th century timber pier, originally known as East pier. On the pier is the Royal Naval Association Memorial which was specifically designed for the site (Figures 35, 36 and 37).



Figure 34: Minerva pier



Figures 35, 36 and 37: The Royal Naval Association Memorial located on Minerva Pier

6.3.18 Minerva Terrace: A charming terrace landscaped in the mid-1980s and named after the Roman goddess of wisdom. It displays traditional paving materials and a modern central dais housing a large 18th century gun on a naval carriage (Figure 38).



Figure 38: 18th century gun on a naval carriage located along Minerva Terrace

6.3.19 Island Wharf: A stylish and contemporary plaza completed in 2005 with two modern office buildings.

6.3.20 Stage at the Dock (Figures 39 and 40): Hull's former Central Dry Dock built in 1843, also known as the South End Dry Dock, was adapted to accommodate a stage with expansive views of the Humber and the Deep. This stunning, multi-purpose venue provides an atmospheric setting for audiences wishing to view a range of entertainments. The surrounding public realm provides numerous places for people to rest and take in the landscape of the city (Stage @TheDock, 2016).



Figures 39 and 40: The former Dry Dock, adapted to accommodate a stage

6.3.21 Hull Marina: Promenades around the marina provide distinctive views of the old docks and a range of historic vessels and modern yachts, allowing enjoyment of the areas unique maritime ambiance (Figure 41). Its character is further reinforced by the variety of contemporary buildings mixed with older survivals. Red block paving is used to illustrate the location of the former Old Town walls. Additional new paving has been recently introduced including granite paving, however, old paving materials and features, for example reused granite sets and the infilled old railway lines, are maintained. Preservation of these materials and features is essential for maintaining the unique character of this zone.



Figure 41: Hull Marina

6.3.22 A63 (Castle Street): A busy dual carriageway created in the mid-1970s when the existing historic thoroughfare (Mytongate) was widened. The Development Consent Order (DCO) for the A63 Castle Street Improvements Scheme was granted on the 28 May 2020, giving Highways England the authority to begin construction works. Completion is expected in 2024-25.

6.3.23 Nelson Mandela Peace Garden: An attractive ornamental garden and haven, opened in 1983. The garden sits within and forms part of the Museums Quarter. It was later instituted as a 'Peace Garden' by the City Council for the United Nation's International Year of Peace in 1986.

6.3.24 Trinity Burial Ground: A disused burial ground which was the principal place of burial for the parish of Holy Trinity, Hull, from 1783 until 1861, when it was closed by an Order in Council. An important green oasis within the Old Town, but little used. As part of the A63 Castle Street Improvements Scheme, part of the burial ground will be lost. However, following archaeological excavation and exhumation in 2020-21, it is intended to retain the historic characteristics of the Trinity Burial Ground, to improve the remaining area of it, and to encourage more visitors who will appreciate the public open space as an area of historic value and place of rest.

6.3.25 River Hull Boardwalk: The boardwalk runs from Drypool Bridge to Myton Bridge, on the west side of the River Hull (Old Harbour). The boardwalk is a former wharf, and the industrial nature of the area, from when it was a busy harbour, can be best appreciated here. Numerous old warehouses survive alongside the boardwalk, many of which were successfully renovated in the 1980s-90s for use as flats.

6.4 Public art

6.4.1 The Old Town conservation area has a variety of public art which contributes to its distinctiveness and character. Numerous pieces of public art from the 18th century onwards can be seen including statues made of bronze and stone, ornate metal gates and free-standing works. Other notable pieces include the Royal Naval Association Memorial (Figures 35, 36 and 37), several 'blue plaques' on sites and buildings of interest and the famous Fish Trail (1992) which complements the area's maritime setting (Figures 42 and 43). This trail displays sculptures or engravings of fish for each letter of the alphabet carved out of materials of geological interest, as well as glass, brick, steel and other metals. Following this trail takes viewers on a tour of the Old Town (Horne, 2007; Figure 44). More contemporary works include that created by multimedia artist Nayan Kulkarni and artist Shauna McMullan, "From Mizzenmast to Sandstroke." The installation maps out a sailing ship in words and bronze lines. The Kulkarni and McMullan creation can be found in the public garden area in front of the bridge in Scale Lane Staith, where it draws itself over the pavement, benches and planters. When the bridge prepares to move, the peaceful birdsong gives way to a rhythmic sequence of ships bells chiming to warn visitors that the bridge is moving.



Figures 42 and 43: Examples of artwork produced as part of the Old Town's Fish Trail

The Finn family follow the
Hull Fish Trail

What better way to explore the city of Hull and find out more about marine life than by walking the Hull Fish Trail? This Trail has been cleverly put together to help people discover the riverside and Old Town areas of the city. There are 41 sculptures of marine creatures to find, from the well-known shark (placed, rather fittingly, next to an old bank! Look for other examples of the artist's sense of humour en route) to more obscure species such as *Naucrates ductor* and, our favourite: Worry Doris!

Created by artist Gordon Young in 1992, each piece is crafted from beautiful natural materials and looks stunning alongside the new public realm work completed in 2017.

The Hull Fish Trail is appealing to all age groups. Youngsters will love finding out more about sea creatures and perhaps taking rubbings of the sculptures as they go round.

There are plenty of great places along the way to stop for a bite to eat or an ice cream. Older family members may enjoy a visit to any of the many inviting pubs en route.

Families may wish to combine the Trail with a visit to any one of Hull's fantastic free museums or galleries. There are several public toilets along the way and the opportunity to refill water bottles at the free fresh water source next to the Marina. If you wish to complete the Hull Fish Trail in one go, allow 2-3 hours.

Walking round the Trail with our daughter, many interesting conversations ensued. To our dismay, our child had thought that anchovies were a vegetable until she discovered the shimmering chrome beauties at the Trail's start point! We also talked a lot about the history of the city, the origins of street names and, inspired by the Minerva pub's painted sign, tried to name as many gods and goddesses as we could.

We each learned something new about fish as we made our way round and hunting for some of the less obvious sculptures gave us the opportunity to appreciate some of the terrific architecture our city has to offer.

In brief, the Hull Fish Trail is an innovative and informative way to discover more about Hull and its maritime heritage. We Firms had a whale of a time!

Discover our City

! DON'T FORGET TO TAG #VISITHULL @VISITHULL IN YOUR SELFIES!

Hull Fish Trail

1 Anchovy	16 Quid	31 Whitebait
2 Lobster	17 Viviparous Blenny	32 Electric Eel
3 Cod	18 Yawling	33 Sea Trout
4 X Ray Fish	19 Haddock	34 Lumpucker
5 Flying fish	20 Umber	35 John Dory
6 Herring	21 Ray	36 Brill
7 Plaice	22 Turbot	37 Gurnard/Sea Robin
8 Mackerel	23 Naucrates Ductor	38 Oarfish
9 Dogfish	24 Garfish	39 Squid
10 Catfish	25 Icelfish	40 Hake
11 Starfish	26 Eel	41 Monkfish
12 Mussel	27 Salmon	42 Shark
13 Worry Doris	28 Crab	43 Zander
14 Swordfish	29 Shrimp	

Figure 44: Map of the famous fish trail; following this takes people on approximately a one-hour tour of the Old Town (Tourist Tracks, n.d.)

6.4.2 Introducing new public art should be considered as this can play an important role in placemaking and enriching the public realm. However, it is essential that new public art does not create undue clutter. It must also complement its context, setting and the wider townscape, and consideration must be given to durability, maintenance, lighting and visual impact from all directions.

7. Greenery

- 7.1 The amount of greenery (trees, shrubs, grassed areas and gardens etc) present within different parts of the conservation area varies greatly. In the older areas with a close knit and dense urban grain there is little greenery, but where it does occur it adds a welcome and softening contrast within the built environment. Permanent landscaping is augmented in the summer months by additional seasonal planters, hanging baskets and window boxes which introduce splashes of colour (Figure 45).



Figure 45: Flower planters located within the Civic zone of the Old Town

North of Castle Street, most greenery can be found north of Alfred Gelder Street and east of Lowgate/Market Place. In the remaining area two notable pockets of greenery are the trees in Trinity Square and the private communal garden on the south side of Prince Street, but other good pockets do also exist within the late 20th century housing courtyards nearby. In the other areas first mentioned, particularly good landscaping can be found around Hull College, the Crown Court and the Magistrates Court/King William House. Attractive other green spaces include the gardens at Wilberforce House, Nelson Mandela Gardens (Figures 46 and 47), Scale Lane Staith, Pease Court and St. Mary's churchyard. Green spaces contributing to the setting of the Old Town conservation area include Queen's Gardens, created when Hull's first dock (1778) was

filled in (1930-35). It was re-landscaped by Frederick Gibberd in 1960 and the current re-landscaping scheme began in 2021.



Figures 46 and 47: Nelson Mandela Gardens

- 7.2 In the southern part of the conservation area (south of Castle Street) there is a larger amount of greenery. Noteworthy pockets include the Trinity Burial Ground and Nelson Street (Figure 48), although the latter has suffered from denudation in recent years. Other important pockets or avenues of trees can be found at Island Wharf, the Tidal Surge Barrier, the old dock sides (marina promenades), in and around Marina Court (and the car park to the east of it), Railway Street, Minerva Terrace and around the Holiday Inn.



Figure 48: Greenery located at Nelson Street

8. Buildings

8.1 Building stock

- 8.1.1 The Old Town contains around 190 statutory listed buildings. These buildings were constructed throughout different time periods and it is rare for two adjoining buildings to have the same architectural style (for more information see Historic England, 2019c and Hull City Council, 2019). This gives the conservation area a rich mix of contrasting scales, styles and materials. There is a broad range of building types and the vast majority of these buildings contribute positively to the Old Town's character, appearance and significance by virtue of their age, scale, height, massing, layout, position, rhythm, style, architectural detailing, materials, former uses, historical associations and time-depth values - with many buildings contributing to the visibility of the past within the present streetscape.
- 8.1.2 The conservation area contains a few medieval buildings including two medieval churches, Hull Minster and St Mary's (Figures 4 and 5). The latter has been altered multiple times, with most of its present-day fittings being from the Victorian period or later (Neave & Neave, 2017). Very few medieval stone buildings were constructed in the Old Town. This is because there was no readily available source, and the cost of importing stone from a considerable distance away made medieval stone buildings extremely expensive to build (Hull City Council, n.d.e). Before 1500 the majority of houses were timber framed, with No. 5 Scale Lane being Hull's only clearly visible surviving example (Figure 49). 'Dunwell's Forge', High Street, may also be of timber framed construction, masked by Georgian brickwork. In the 1570s the Corporation ordered the use of bricks rather than timber as a fire precaution and dictated that all thatched buildings should be roofed with tiles. The Old Grammar School of 1583 (Figure 50) is an example of a building constructed at this time (Neave & Neave, 2010).



Figure 49: No. 5 Scale Lane, the Old House – Shoot the Bull



Figure 50: The Old Grammar School

- 8.1.4 By the 17th century, Hull had the appearance of a Dutch town (Neave & Neave, 2010). Dutch influences can be seen in the brick construction of the chancel and transepts of Hull Minster, black ledger stones with which Hull Minster is partly paved (Hull Minster, 2016) and the distinctive ‘Artisan Mannerist’ brick façade with stone detailing and a projecting porch at Wilberforce House (Neave & Neave, 2017). Another key example of Dutch-inspired architecture is Crowle House, 41 High Street where an ‘Artisan Mannerist’ section dated 1664 survives behind the street façade.

8.1.5 The Old Town contains numerous Georgian buildings which are designed to look classically elegant and refined. Trinity House is one of the conservation area's most significant Georgian buildings (Neave & Neave, 2012; Figures 51 and 52). Some other notable Georgian buildings include Maister House, 160 High Street and Pease Warehouse. Parliament Street (Figure 21) is the most complete street of Georgian houses in Hull (currently in other uses) (Neave & Neave, 2017).



Figures 51 and 52: Trinity House

8.1.6 In the Victorian period, the arrival of the railway caused Hull's population and volume of trade to rapidly grow. This led to a prompt expansion in housing construction and the establishment of the New Dock Offices, now known as the Hull Maritime Museum (Neave & Neave, 2017; Figures 53 and 54). Numerous other majestic buildings were built within the Victorian and Edwardian periods such as The Guildhall (Neave & Neave, 2010), the former Head Post Office and various banks, chambers and offices, some of which are of an ornate design.

8.1.7 Architectural surprises can be found too, such as the ornamental and theatrical façade of The Empress public house (a refronted former Victorian warehouse at the west end of Alfred Gelder Street) with its Rococo influenced/style friezes of 1903. Another surprise is 63-66 Whitefriargate, built in a Moderne-style and designed in 1934 by A.L. Farman (for British Home Stores) with suntrap windows. It was extended to the left in the same Art Deco style in 1956-7.



Figures 53 and 54: The former Dock Offices, now Hull Maritime Museum

8.1.8 As previously noted, Hull was the most bombed provincial city during World War II. Redevelopment of the city began in the late 1940s which brought numerous new styles of architecture to what is now a conservation area. Immediate post-war architecture included warehouses along the south side of Humber Street (still extant) and the southern end of High Street (no longer extant). Another later example of the Old Town's post-war architecture, built in the 1960s, is Essex House. Since its construction, this has been renovated from a ten-storey office block into an apartment block containing forty-five high-spec apartments from which stunning views of the city are afforded (Iguana Developments, 2018).

8.1.9 Since regeneration works began in the 1980s, more modern and contemporary architecture can be seen within the Old Town. Some significant examples include the Crown Court, Lowgate (Neave & Neave, 2010; Figure 55), the Centre for Digital Innovation (C4DI), Queen Street, extended 2020-21 as the Digital Hub (Figure 56), the Arco Headquarters in Humber Street and buildings on and around Island Wharf such as the RSM office building. The C4DI was recognised as one of the region's best commercial buildings, with its design and use of bold, contemporary materials creating a dramatic visual statement (Wykeland, 2019). The RSM office building is largely composed of float toughened glass and low emission glass (PressGlass, 2018), giving it a striking aesthetic which contributes to the character of the conservation area.

Despite many modern buildings having a memorable and unique aesthetic which adds character and vibrancy to the Old Town, some less successful examples now look out of place eg Oriel House, High Street. It is therefore critically important that future developments are designed to best demonstrate Hull's architectural and cultural renaissance (Neave & Neave, 2010), providing dynamic new styles which simultaneously reference the Old Town's rich heritage.



Figure 55: Hull Crown Court



Figure 56: The C4DI Building before the new extension.

8.2 Traditional building materials

- 8.2.1 The most prominent building material in the Old Town is red brick. Stone is also used, although this is generally reserved for high status buildings and dressings of lower status buildings. Medieval use of stone was rare due to high construction costs (Hull City Council, n.d.e) and evidence exists for only a couple of known examples.
- 8.2.2 Before 1500, the majority of houses in the Old Town were built primarily from timber. This material was also used for riverfront structures, such as Victoria Pier. Brick became a more popular construction material choice over time, with the east end of Hull Minster being a significant example of its early usage. Hull's surviving medieval churches also incorporate large quantities of brick (Hull City Council, n.d.e). From the 15th century onwards, bricks were used for the construction and repair of many domestic buildings. By the 17th century, a distinctive style known as Artisan Mannerism had been developed. This had many similarities to architectural styles originating from The Netherlands and can be categorised by many distinctive features such as curved globes, massive pilasters and triangular and segmental pediments (Neave & Neave, 2017).
- 8.2.3 Many brick buildings from medieval times are presumed to have been coated with a lime wash. From the 18th century, stucco was fashionable as a protective and decorative treatment and several examples of it can be seen within the Old Town, such as at Trinity House. Examples of other decorative treatments, popular during the 19th and 20th centuries, can also be seen; for instance, polychrome brickwork (which has two or more colours), lead, faience, terracotta, half-timbering, pargetting (decorative plasterwork) and polished stone. The complete use of stone for building in the Old Town was rare until the 20th century. From then, several high status buildings were built using stone, namely the Guildhall and the old Head Post Office, with the favourite types of building stone employed at this time being Sandstone, Portland, Bramley Fell and Ancaster.

8.3 Traditional roofing materials

8.3.1 The predominant traditional roof coverings in the Old Town are clay pantiles and Welsh slates. Rarer traditional coverings can also be seen, including copper, lead, 'Rosemary' tiles and Westmoreland slates. Figure 57 illustrates some of the roofing materials used in the Old Town.



Figure 57: Photograph of some of traditional roofing materials used in the Old Town

8.3.2 Many of the earlier houses would have been roofed with thatch, although houses owned by wealthier families and most public buildings would have had fired-clay roofing tiles instead (Hull City Council, n.d.e). The use of clay tiles to roof buildings is attested to from the late 13th century onwards, although archaeological evidence suggests that the use of thatch or shingles (wooden tiles) predominated throughout the medieval period. 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 use of stone slates also began around this period, yet the number of archaeological sites with these slates is quite small. This implies that they were not used to completely cover a roof; rather, they were instead likely to have been used along eaves, in combination with thatch or tiles, or around smoke outlets in thatched roofs.

8.3.3 Clay roofing tiles were made in their thousands in Beverley and other places until at least 1700, after which they were gradually replaced by pantiles, which copied the shape of contemporary Dutch and Flemish tiles (Hull City Council, n.d.e). Pantiles are 'S' shaped clay tiles that can be laid in a single-lap pattern. By the end of the 18th century, imported Welsh slates had become popular in the Old Town. An example of this roofing can be seen at Blaydes House, High Street, where the main range is roofed with slates and the rear wing with pantiles.

8.4 Traditional fenestration

8.4.1 The Old Town 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 around 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 (Figure 58) and finally, the 1-over-1 design. The majority of the sash windows within the conservation area are rectangular but other forms are also found including round-headed, Venetian (often used to light the staircases of the grander houses) and Diocletian. Other types of traditional windows present within the area include timber and metal framed casements and stone tracery, some of which contain stained glass and leaded lights. Although the conservation area does retain many of its traditional window styles, many have also been substituted by unsympathetic replacements (Figure 59). This has greatly impacted on the character, appearance and architectural harmony of several buildings and the Old Town as a whole. It is therefore extremely important that the remaining traditional window types are conserved as they have great character value.



Figure 58: 2-over-2 timber sash windows



Figure 59: Unsympathetic replacement windows later rectified through planning enforcement action.

9. Character zones

- 9.1 Hull Old Town is comprised of four overlapping character zones (as shown in Figure 60) which merge one into the other.

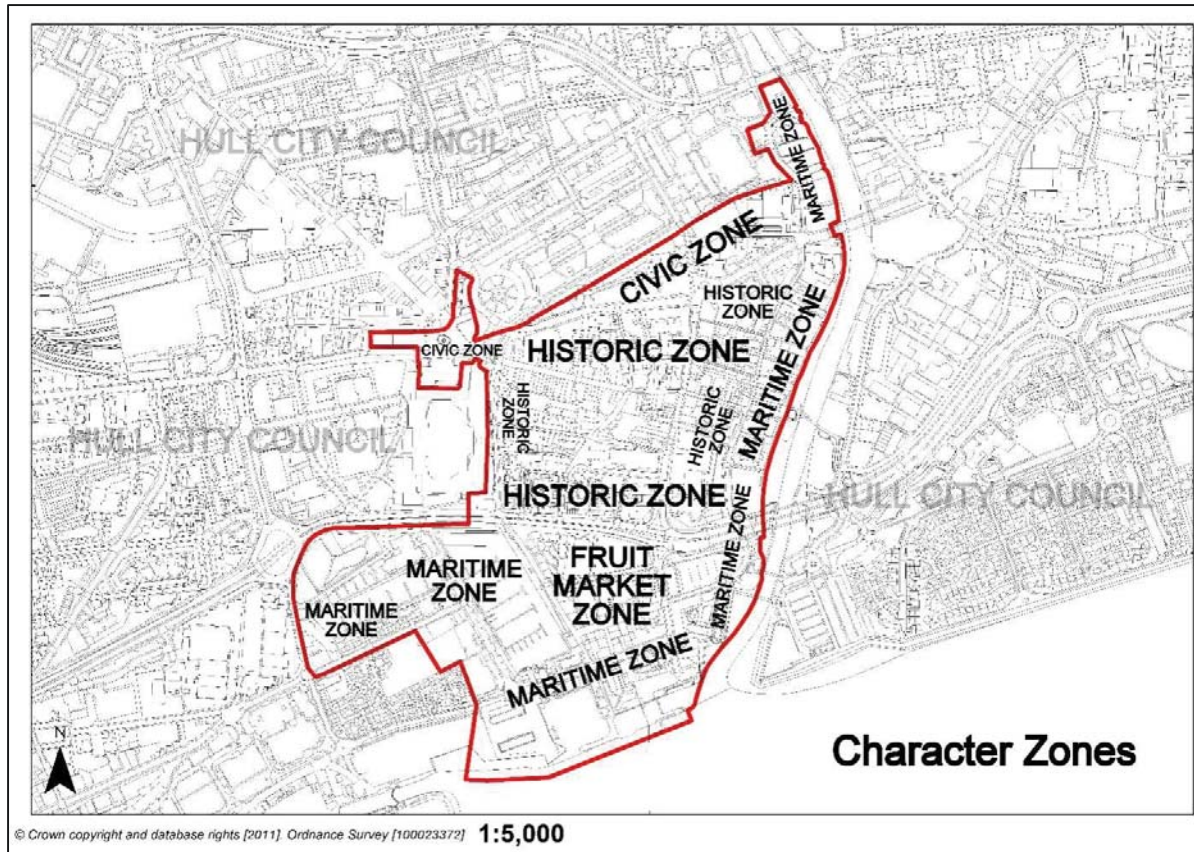


Figure 60: Hull Old Town Character Zones

9.2 Civic zone

- 9.2.1 The Civic zone is approximately bordered by Alfred Gelder Street, High Street and Guildhall Road. The zone includes a significant set of public buildings, such as Hull City Hall (Figure 14), The Guildhall (Figures 12 and 13), Ferens Art Gallery (Figure 61) and the Hull Maritime Museum (Figures 53 and 54). The character of this zone is largely influenced by its relationship with members of the public and tourists. Many of its buildings are open to the public with additional public spaces in between, such as Queen Victoria Square (with its fountains making it a popular and vibrant place among both residents and visitors (Figures 10 and 11)). The zone is dominated by grand, ornate buildings, many of which display lavish architectural detailing that greatly contributes to the distinctive character of this zone. Numerous buildings have domes, for example Hull City Hall, whereas others contribute a restrained classical style to the

area, as demonstrated by the Ferens Art Gallery. In complete contrast to the latter is The Punch Hotel with its “extravaganza of Gothic and Jacobean Revival detail with tracery and shaped and steeped gables.” Views of greenery at Queen’s Gardens also contribute to a relaxing and communal atmosphere.



Figure 61: Ferens Art Gallery

9.3 Historical zone

- 9.3.1 The Historical zone is bordered by Alfred Gelder Street, High Street (where the River Hull use to run when broader than it is today), the A63 Castle Street and Prince’s Dock Street. The principal shopping thoroughfare is Whitefriargate. The Historical zone is critically important to Hull’s history and development. Many streets are medieval and some Georgian Streets are also evident, for example Parliament Street (Figure 21). Streets have a mixture of straight and curved axes. Straight streets were built this way on the instruction of Edward I after he purchased the town. Curved streets, however, have resulted from following the path of water courses or are remnants of an earlier medieval plan; for example, Land of Green Ginger follows an old water course.
- 9.3.2 This zone has numerous grand, high status buildings, many of which are listed (Historic England, 2019c). Buildings from various time periods can be seen, including St Mary’s church (14th Century), a Tudor Grammar school (Figure 50) and many 18th-19th century buildings. Hull Minster (13th-16th century) (Figure 4) is a particularly significant building which is the historic focus of the Old Town, listed grade I and England’s largest parish church by area, despite having received some bomb damage

during World War I (1914-1918) which primarily affected its windows. Due to the antiquity of the buildings within this zone, chimney stacks are prominent throughout the area which makes them a key characteristic feature of the roofscape. The zone has a dense urban grain and buildings are located extremely close together as the area was previously confined within town walls. As a result, there is limited greenery within this zone.

9.3.3 In recent years, Trinity Square has been remodelled into a continental style public space ('Trinity Square' under '6.3. Public Spaces'). Hull Minster has been restored and fully re-opened to the public after two years of internal and external renovations. Some key renovations include; the churchyard becoming part of the refurbished Trinity Square, the Minster nave being remodelled internally, incorporating new displays and heritage exhibitions, a new purpose-built cafe (under construction in 2021) on the south side of the nave, a new heating system beneath a limestone floor and state-of-the-art lighting (Hull Minster, 2018). The renovation works have created a beautiful space for worship, banquets, cultural events, performances and tourism (Hull City Council, n.d.c).

9.4 Fruit Market zone

9.4.1 The northern perimeter of this zone fronts onto the A63 Castle Street (Hull City Council, n.d.). Its other street parameters include Humber Dock Street and Humber Street. This zone was named after the former wholesale fruit market located in and around Humber Street, with the area having a history of flourishing fruit trade beginning in the 19th century (British Council, 2019) until relocated in 2010. The Fruit Market zone suffered from significant bomb damage during World War II, and there has been piecemeal demolition, even in the 21st century. In addition, the development of the A63 Castle Street deterred many pedestrians from crossing into the area from the Historical zone, causing economic decline. A large scale regeneration project was launched in 2014 to rejuvenate the Fruit Market zone. The projects along Humber Street were completed by 2019. The area is now characterised by a mixture of independent retailers with a variety of cafes, shops and other recreational buildings to be found here (British Council, 2019; Figure 62). The zone is vibrant and known for its art galleries, music and performance venues (Hull City Council, n.d.). A total of 101

houses have been approved with those in Queen Street and on the south side of Blanket Row already completed and the rest are currently under construction on the north side of Blanket Row at the time of writing. The Fruit Market zone will have the appearance of an urban village once construction works are completed (Figure 63).



Figure 62: Humber Street



Figure 63: Developments of new housing in the Fruit Market Zone

9.5 Maritime zone

- 9.5.1 This is the largest zone in the conservation area. Within it, Hull's maritime past is wonderfully captured by a variety of buildings, docks and public spaces. The zone falls approximately within the borders of the River Hull, the North Bridge/A165, Wincolmllee, Charlotte Street, Dock Office Row, High Street, Humber Street, Humber Dock Street, Prince's Dock Street, Castle Street/A63, Commercial Road, Kingston Street, Hull Marina/Boat Yard, Railway Street and the Humber estuary.
- 9.5.2 Throughout the zone, many maritime buildings and structures can be seen. In the northern section, important buildings including the Maritime Study Centre (located in Blaydes House (1760), built for Benjamin Blaydes, a merchant and ship-builder), the former Dock Offices at Dock Office Row, New North Bridge House and the 'North End Shipyard'. High Street runs between the northern and southern parts of the zone. This street was developed along the course of the River Hull, resulting in its distinctive, winding appearance. Its grand buildings are largely Victorian, many of which are now used as residential accommodation. Setts and Artisan Mannerist buildings can also be observed, for instance Wilberforce House (Figure 7) and Crowle House. Numerous staiths (the word 'staith' meaning a landing stage for cargo boats (Discovering Britain, 2017)), emphasise the historical importance of the River Hull to this area. Also in High Street is the Museums' Quarter, a valuable tourist attraction containing four different museums (Visit Hull and East Yorkshire, n.d.; see Figures 64 and 65).



Figure 64 and 65: Hull's Museums Quarter

- 9.5.3 Evidence of past and present maritime activities becomes increasingly prominent as you look further south. Some notable maritime public spaces, infrastructure and buildings include the 'Docklands' (Humber and Railway docks (Hull Marina)), Victoria and Minerva piers, flood defences, such as the Hull Tidal Surge Barrier (Figure 29), and a limited number of surviving traditional houses with warehouses built behind them. Large-scale buildings are part of this zone's character. Some surviving, historic, dockland buildings can be seen, for example Warehouse 13, interspersed with more modern buildings designed to follow this tradition, such as the Holiday Inn Hotel and Freedom Quay. By the 'Docklands' there is a distinctive sound on breezy days of the clinking of rigging, adding to this zone's sense of place and its connection with the sea.
- 9.5.4 Old railway lines can also be seen set into dockside roadways. These are of significant importance to the industrial character of the area and should be conserved. Future developments should therefore complement the area's maritime history whilst conserving its unique features and characteristics, particularly the old railway lines and the large-scale buildings.

10. Negative features

- 10.1 The vast majority of the Old Town's features, including its buildings, furnishings and streetscapes, positively contribute to its overall character, creating a high-quality and distinctive sense of place that enhances one's experience of the area. However, some aspects of the Old Town detract from its historic character and should be improved wherever possible. Underdeveloped and vacant sites create a sense of abandonment. In the future, new developments designed to complement the Old Town's character should be constructed within these sites to improve the character and appearance of the conservation area. Whitefriargate, in particular, is in need of enhancement, especially in terms of addressing the number of vacant properties and improving the poor quality of many of its shop fronts (Figure 66).



Figure 66: Whitefriargate - Future developments should address the vacant properties and improve the quality of shop frontages

- 10.2 Successful developments, improvements, maintenance and renovations in areas which currently have a negative impact will help conserve the conservation area by further enhancing its character.

11. Landmarks and key views

11.1 The lack of local relief within the Old Town 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 include:

- The towers of Hull Minster (Figures 4, 23 & 57), the Market Hall (Figures 15, 23 & 57), St Mary's church (Figure 5) and the Guildhall (Figure 13);
- The turrets of the Yorkshire Bank and 79 Lowgate;
- The domes of the Hull Maritime Museum (Figures 53 & 54), City Hall (Figure 14) and Crown Court (Figure 55);
- Tidal Surge Barrier (Figure 29);
- The 'Scotch' type derrick at the North End Shipyard;
- Warehouse 13;
- The cupola of the Old Dock Offices;
- The rooftop sculptures of the Guildhall (Figure 12);
- The mansard roof to outer bays of New North Bridge House; and
- Murdoch's Connection.

11.2 Key views and vistas are plentiful and include those of the above landmarks and from:

- The Old Harbour, The Old Town Docks (Hull Marina) (Figure 41) and River Hull Bridges; Queen Victoria Square (Figures 10, 11, 14, 53 & 54), Trinity Square (Figures 15, 23, 24, 25, 50, 51 & 52) and 'Monument Bridge' (Figure 16).
- Various old streets and thoroughfares, such as Prince Street (Figure 67), High Street (Figures 26 & 27), Whitefriargate (Figure 69), Lowgate/Market Place, Alfred Gelder Street (Figure 12), Parliament Street (Figure 21) and the medieval 'Beverley Street' (King Street/Trinity House Lane and Land of Green Ginger) (Figures 51 & 52).
- Nelson Street, Victoria Pier (Figures 68 and 69) and Minerva Pier (Figures 70 and 71).

11.3 Views and vistas of the above landmarks and other key features 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.



Figure 67: Prince Street



Figure 68 and 69: Views from Victoria Pier



Figure 70 and 71: Views from Minerva Pier

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Adopted by Cabinet on 27 September 2021.



Old Town Conservation Area Management Plan

September 2021



Hull
City Council



Introduction

In line with guidance contained in the Historic England Advice Note 1 ‘*Conservation Area Appraisal, Designation and Management*’, 2019 this management plan sets out the way in which the Old Town conservation area will be managed. The management plan brings together local and national policies, guidance and strategies which are designed to protect, sustain, enhance and better reveal the significance of the Old Town conservation area. In addition to the above, Hull City Council will exercise its general duties under Sections 16, 66 and 72 of the *Planning (Listed Buildings & Conservation Areas) Act 1990* (“*The 1990 Act*”):

S16 - In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S66 - In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S72 - In the exercise, with respect to any buildings or other land in a conservation area, ...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The components of the management plan include:

1. Planning Restrictions, Development Management & Planning Policies
2. Enhancement & Improvement Schemes
3. Streetscene (Highways and Open Spaces) Management
4. Planning Enforcement Strategy

13. Planning Restrictions, Development Management & Planning Policies

1.1 Because of the special nature of conservation areas, there are tighter planning controls and obligations in respect of demolition work; new development; trees; alterations, additions and extensions; and advertisements and signs.

Demolition Work

1.2 In general, the demolition of unlisted buildings and walls within a conservation area requires Planning Permission (Listed Buildings require both Planning Permission and Listed Building Consent). The main exceptions to this requirement are:

- the partial demolition of an unlisted building;
- small unlisted buildings of less than 115 cubic metres/4061 cubic feet content or any part of such a building, other than a pre-1925 tombstone/monument/memorial to a deceased person;
- unlisted walls, fences and railings less than 1m/3'3" high where next to a public open space or highway (including a footpath or bridleway) or less than 2m/6'6" high elsewhere; and
- unlisted agricultural or forestry buildings erected since 1914.

New Development

1.3 The designation of an area as a conservation area does not mean that new development may not take place within it. New development should, however, aim to preserve or enhance the character and/or appearance of a conservation area by sympathetic conversion and adaptation of existing buildings or by good design of new buildings.

Trees

1.4 Trees not covered by a Tree Preservation Order (TPO) are still afforded special protection in a conservation area. It is an offence to cut down, lop, uproot or wilfully destroy any tree in a conservation area without first giving 6 weeks' notice of intent in writing to the Development Management Team at Hull City Council. The City Council will then consider the nature of the works, the health and age of the tree, and the contribution the tree makes to the

character and appearance of the conservation area before deciding whether the tree should be protected by imposing a TPO on it. Certain works to trees are, however, exempt from this requirement. These include:

- work to dead, dying or dangerous trees (but notice is still required first);
- work done by, or for, certain statutory undertakers and local highway authorities;
- pruning fruit trees in accordance with good horticultural practice;
- work authorised by planning permission; and
- work to small trees with a trunk diameter less than 7.5cm/3" (circumference 24cm/9.5") when measured 1.5m/4'11" above ground level.

Alterations, Additions & Extensions (unlisted houses)

1.5 Where a house is occupied by one household (ie it is not shared by more than six people or split into flats) it is possible to make some alterations, additions and extensions without planning permission, subject to limitations (please see <http://www.planningportal.gov.uk/permission/house>). In addition to normal householder planning requirements, the following will always require Planning Permission in conservation areas:

- the cladding of any part of the exterior of a house;
- side extensions;
- rear extensions of more than 1 storey;
- the enlargement of a house consisting of an addition or alteration to its roof, eg dormers;
- buildings, enclosures, containers and pools at the side of a house;
- chimneys, flues or soil and vent pipes installed on the principal elevation or a side elevation where they front a highway;
- satellite dishes installed on a chimney, wall or roof slope which faces onto, and is visible from, a highway; or on a building which exceeds 15m in height (please see <http://www.hull.gov.uk/planning/planning-applications/satellite-dishes>).

Alterations, Additions & Extensions (other unlisted buildings eg flats/buildings split into flats, shops and business premises)

1.6 The following operations or uses of land shall not be taken for the purposes of the below Act to involve development of the land – (a) the carrying out for the maintenance, improvement or other alteration of any building of works which – (i) affect only the interior of the building, or (ii) do not materially affect the external appearance of the building...” (*The Town & Country Planning Act 1990, Part III s.55(2)*).

If any proposed works materially affect the external appearance of the building, and they are not classed as permitted development (please see <http://www.planningportal.gov.uk/permission/responsibilities/planningpermission/permitted>), then planning permission may be required. Such works may include replacing roofing materials with another material, and replacing doors, windows and shop fronts with ones of a different style, design and material.

Alterations, Additions & Extensions (statutory listed buildings)

1.7 “The 1990 Act” requires that no person shall execute or cause to be executed any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised (ie they have Listed Building Consent).

It is a criminal offence to carry out any work which affects the special character of a listed building without Listed Building Consent. Owners carrying out unauthorised works could face a heavy fine or even imprisonment. Owners may also be required to reinstate the building to its former state. In managing the Old Town conservation area, the City Council will pursue prosecutions for unauthorised works to listed buildings, if it is considered to be in the public interest to do so (*The Planning (Listed Buildings & Conservation Areas) Act 1990 - AUTHORISATION OF WORKS AFFECTING LISTED BUILDINGS - Control of works in respect of listed buildings - Restriction on works affecting listed buildings L7.01 7*).

Advertisements & Signs

1.8 In conservation areas, in addition to normal advertisement requirements (please see <https://www.gov.uk/guidance/advertisements>) all illuminated advertisements (except for those indicating medical supplies or services) require consent.

National Planning Policies

1.9 In managing the Old Town conservation area, the Government's '*National Planning Policy Framework*' (NPPF) will be applied, particularly the policies on 'Achieving well-designed places' and 'Conserving and enhancing the historic environment'. At the heart of the NPPF is also a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking. Keeping heritage assets in use is one of the most sustainable forms of development as it avoids the consumption of large amounts of building materials and energy and the generation of waste from the construction of replacement buildings. In managing the Old Town conservation area, there will be a presumption in favour of sustainable development.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Local Planning Policies

1.10 In managing the Old Town conservation area, the '*Hull Local Plan 2016 to 2032*' will be applied, particularly the policies relating to 'Design', 'Shop fronts', 'Local distinctiveness', 'Heritage considerations' and 'City Centre Mixed Use Sites'.

<http://www.hull.gov.uk/council-and-democracy/policies-and-plans/local-plan>

Article 4 Directions

1.11 In managing the Old Town conservation area, the City Council will monitor the impact of permitted development rights (work which does not normally require planning permission) on the character and appearance of the conservation area. Where there is firm evidence to suggest that permitted development is damaging the character or appearance of the conservation area, or is likely to take place, then the Council will consider (through authenticity surveys and public consultation) if certain permitted development rights should be withdrawn in the public interest and brought within full planning control through the use of Article 4 Directions.

Planning Guidance

1.12 In managing the Old Town conservation area, relevant *Hull Supplementary Planning Documents and Action Plans* will be adhered to (please see <http://www.hull.gov.uk/planning/planning-applications/supplementary-planning-documents> and <http://www.hull.gov.uk/environment/environment/hull-biodiversity-action-plan>).

Building for Life 12

1.13 In managing the Old Town conservation area, the City Council will support '*Building for life 12*' (2018 Edition), the industry standard, endorsed by Government, for well-designed neighbourhoods, which recommends assessing the potential of any older buildings or structures for conversion, because retained buildings can become instant focal points within a development.

http://www.builtforlifehomes.org/downloads/BfL12_2018.pdf

UK Marine Policy Statement

1.14 In managing the Old Town conservation area, the City Council will support the '*UK Marine Policy Statement*' (2011), particularly in relation to the 'Historic environment' and the desirability of sustaining and enhancing the significance of heritage assets. The close relationship with the Humber estuary means that development on-shore can sometimes have a direct impact on the off-shore environment.

<https://www.gov.uk/government/publications/uk-marine-policy-statement>

14. Enhancement & Improvement Schemes

2.1 In order to enhance the appearance of the Old Town conservation area, the City Council will undertake to support:

Guildhall Greenwich Time Ball

Restoration work to the Time Ball is being funded by a National Lottery Heritage Fund grant awarded to the Council in 2018. The project involves renovation works to the tower as well as the delivery of new interpretation materials and heritage learning opportunities. The project marks another step towards achieving the Council's ambition to establish Hull as a world-class visitor destination by enhancing its unique maritime heritage and culture.

Hull: Yorkshire's Maritime City

The Council has also received grant assistance from the National Lottery Heritage Fund (2019) to deliver investments in Hull's maritime heritage. The 'Hull: Yorkshire's Maritime City' project will deliver refurbishments to the Maritime Museum, Dock Office Chambers, the North End Ship Yard, the Arctic Corsair sidewinder trawler and the Spurn Lightship. Within the Maritime Museum itself, a further 390m² of additional museum space will be created along with additional educational and visitor facilities. Access will also be provided to the rooftop of the building, allowing visitors to observe the Maritime Museum's original architecture and to take in the superb views across the city centre. Investments in the former Dock Office Chambers, which are currently being used as office space, will result in the building housing bespoke storage systems which are environmentally controlled. Visitors, volunteers and researchers will be able to fully access the building and the top floor will be redesigned and reopened to the public.

Hull Minster

A £3.9m grant is funding regeneration works to the Minster which include the creation of a glass, bronze and stone extension. This extension will include new facilities such as exhibition space, a café and a visitor and heritage centre. There are also proposals to build an education and learning facility.

Whitefriargate

The Council secured £1.5m funding from the Humber LEP and Historic England in summer 2019 to deliver the Humber High Street Challenge Fund. This has assisted building owners and businesses to bring unused commercial units back into use and improve shop frontages

on Whitefriargate. In summer 2020, the Council secured a further £1.75m from Historic England's High Street Heritage Action Zone fund to support the delivery of new residential units at upper floor levels along Whitefriargate. When factoring in private sector match contributions, the two schemes represent a total investment of over £6m in the Old Town Conservation Area. The diversification of the traditional high street offer is critical to sustaining Whitefriargate over the long term, and the Council is currently seeking additional funding from the government's Levelling Up scheme to build further on the regeneration work currently being delivered.

Fruit Market

The ongoing Fruit Market regeneration programme will deliver key strategic objectives within the Hull City Plan, with the £83m investment creating and sustaining jobs in Hull and boosting the city's economy. Developments in the area are expected to extend visitor journeys into the Old Town, as well as boosting visitor spend by encouraging stop offs from those journeying to and from the city's ferry port.

A63 Castle Street

Improvement works are currently (2021) being carried out by Highways England. At the present time pedestrians must use traffic lights to cross this road which disrupts the flow of traffic. Additionally, many people choose not to cross the road for reasons such as safety concerns, which previously contributed towards caused the southern end of the Old Town Conservation Area to go into decline. To address these issues, a footbridge, named Murdoch's Connection, has been constructed over the A63 Castle Street. This will create a safe pathway between the historic core and Fruit Market and Maritime zones by providing a five metre wide pedestrian and cycle path over the road. Sloping ramps leading to the bridge are included on the north and south sides of the A63 Castle Street to facilitate access at the Marina. The other important pedestrian crossing in the Old Town, from Market Place to Queen Street, will be closed when the pedestrian route from Market Place to the eastern end of Humber Street via High Street, passing under Myton Bridge, has been upgraded with a more user-friendly slope and better lighting for pedestrian security after its completion. When both Murdoch's Connection and High Street Underpass are operational, traffic on the road

will be able to flow continually. The project will improve access and safety, relieve congestion and boost tourism.

Trinity Burial Ground

As part of the A63 Castle Street Improvements Scheme, and following archaeological excavation and exhumation in 2020-21, it is intended to retain the historic characteristics of the Trinity Burial Ground, to improve the remaining area of it, and to encourage more visitors who will appreciate the public open space as an area of historic value and place of rest. The particulars of the proposals include: rebuilding the northern boundary wall of the burial ground using reclaimed bricks from the existing wall; installing the gates and pillars from the Holy Minster churchyard; repositioning memorials removed from the impacted area; planting replacement trees and other woodland planting; upgrading and installing paths; installing interpretation boards to provide information on the history of the burial ground, including an overview of the archaeological works completed as part of the improvement work; and providing habitat enhancement such as bat boxes, bird boxes and hibernacular.

River Hull and River Humber

The River Hull and Humber Frontage Flood Defences are currently (2021) being improved at a cost of £42 million. This work will reduce the risk of flood damage from the Humber to 113,000 properties.

Raingardens

As part of the Council's ongoing public realm improvements, opportunities to install sustainable drainage, such as raingardens, will be explored. A small scheme at the corner of Quay Street and Alfred Gelder Street will be delivered in order to promote good practice in adapting to climate change, improve air quality and help mitigate flood risk.

Repair and maintenance

2.2 In addition to the aforementioned, the Council encourages good repair and maintenance of properties. Good advice on building repair and maintenance can be found in '*A Stitch in*

Time prepared by The Institute of Historic Building Conservation (IHBC), in association with The Society for the Protection of Ancient Buildings (SPAB).

<https://www.ihbc.org.uk/stitch/Stitch%20in%20Time.pdf>

15. Streetscene (Highways and Open Spaces) Management

3.1 Highway management in the conservation area is undertaken by the City Council, its partners and contractors. The primary duties and responsibilities to maintain the highway and transport network are set out in the Highways Act, Road Traffic Regulation Acts, The Traffic Management Act, and in national Codes of Practice. The City Council uses a structured asset management approach to inform, manage, maintain, improve or replace its highways and transport facilities in compliance with the legal and regulatory requirements, including roads, paths, cycle routes, parking facilities, street lighting, street furniture, trees and maps. Long term plans and programmes are set out in the Hull City Plan (<http://cityplanhull.co.uk/>) and the Local Transport Plan as modified by specific operational and delivery plans, performance and spending reviews, and annual business plans.

3.2 Maintenance of the public realm within the conservation area, including respect for the unique qualities of existing historic paving materials, will be managed in accordance with the Hull City Centre Public Realm Strategy (please see <https://tinyurl.com/y8o3oq56>). In addition, the Council will provide for the monitoring and audit of works undertaken by Statutory Undertakers and their contractors, utilising the powers available to the Local Planning Authority. Utilising the provisions of the various Acts governing the activities of Statutory Undertakers, the Council will also ensure repair and reinstatement works are undertaken to a satisfactory standard. In circumstances where this does not happen, appropriate enforcement action will be taken.

3.3 Streetscene Services also undertake the grounds maintenance and cleansing of all Council owned amenity green spaces and by agreement in some other cases, such as the old Trinity Burial Ground. The latter will be subject to extensive remodelling as part of the A63

Castle Street Improvement Scheme and the Council will work with Highways England and the Diocese of York to improve the open space for both this and future generations.

<https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

16. Planning Enforcement Strategy

4.1 Effective enforcement is essential to ensure that inappropriate development does not detract from the character and appearance of the Old Town conservation area. Breaches of planning regulation are dealt with by Planning Enforcement Officers from Hull City Council. All matters are investigated in accordance with the Planning Enforcement Customer Contract (available to view on the Council's website (please see link below) or in hard copy from Hull City Council Planning Development Management section) which sets out the manner and timescales in which issues will be investigated.

<http://www.hullcc.gov.uk/pls/portal/docs/PAGE/HOME/PLANNING/ABOUT%20PLANNING/ENFORCEMENT%20CUSTOMER%20CONTRACT.PDF>

4.2 In addition to enforcement notices which can be used to tackle inappropriate unauthorised development and works to Listed Buildings, there are a number of other actions available which can be used to tackle identified eyesore sites. These include discontinuance notices which the council as planning authority may serve in order to remove an advertisement that is injuring the amenity of the area or is a danger to the public. Section 215 (s215) of the *Town and Country Planning Act 1990* also provides a Local Planning Authority with the power, in certain circumstances, to take steps requiring land to be cleaned up when its condition adversely affects the amenity of the area. LPAs also have powers under s219 to undertake the clean-up works themselves and to recover the costs from the landowner.

4.3 In managing the Old Town conservation area, the City Council will use the above powers where it is in the public interest to do so, and the reporting of breaches in planning regulation by members of the public (with supporting evidence) is encouraged and welcomed by the Council.

Adopted by Cabinet on 27 September 2021.