



**Sculcoates Conservation Area  
Character Appraisal and Management Plan  
Adopted October 2025**



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## Introduction

Conservation Areas were introduced under the Civic Amenities Act 1967 and provide means of designating areas of special architectural and historic interest. The designation of a conservation area is not intended to prevent development but instead to 'preserve or enhance' their character and appearance and manage their development.

Conservation areas give heritage designation to key areas of Hull's cultural and industrial heritage and a wide array of buildings and landscapes of architectural and historic interest. The first conservation area in Hull was adopted in 1970 and at the time of writing there are 26 designated conservation areas.

The adoption of Conservation Area Appraisal Documents & Management Plans play a key part in defining the special interest and character and appearance of a conservation area, and should be used to inform their enhancement, preservation, development and management. In 2023, a project commenced to adopt and update Character Appraisals and Management Plans for all of Hull's conservation areas.

The area of Hull forming the historic Parish of Sculcoates, and later suburb of the Municipal Borough of Hull (and later city of Hull), was designated on the 20<sup>th</sup> January 2005. At time of designation the Conservation Area covered an area of 87.15 acres. s adopted.

In July 2024 a re-survey of the Conservation Area commenced with the objectives of reviewing its designated boundary and to adopt a Character Appraisal & Management Plan. Public consultations took place between the 1 March and 13 April 2025, with a second consultation on the addition of land to the Conservation Area between the 27 April and 31 May 2025.

Following review of feedback received boundary amendments and the publication of a Character Appraisal and Management Plan were approved by 01 October 2025 Planning Committee and 27 October 2025 Cabinet.

In summary the 2025 boundary amendments included:

1. Removal of land to the north of Sculcoates Lane including all residential properties on Abbey Way and Needlers Way.
2. Removal of industrial land and buildings to the east of the Beverley & Barmston Drain and to the west of Holmes Hall Processors.
3. Removal of the area of land to the north of Bankside Park.
4. The addition of the section of land forming the Beverley & Barmston Drain extending from the Lockwood Street Bridge to its confluence with the River Hull.

Full details of the boundary amendments are included Appendix 1.

## Planning Policy Context

Conservation Areas are currently legislated by the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 69(1) of the Act advises that every local planning authority shall from time to time determine which parts of their areas are of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance and shall designate those areas as conservation areas. Section 69(2) further states that the Authority should from time-to-time review conservations areas and determine whether any further parts of their area should be designated as conservations areas, and if so, determine those parts.

Section 71 of the Act requires that an Authority should from time to time formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas (these documents are commonly named Conservation Area Appraisal Documents and Management Plans). National Planning Policy Guidance (NPPG) advises that a good appraisal will consider what features make a positive or negative contribution to the significance of the conservation area, thereby identifying opportunities for beneficial change or the need for planning protection.

Sectional 16 of the National Planning Policy Framework (NPPF) provides national policy on the adoption and management of conservation areas. Paragraph 191 of the NPPF advises that when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because

of its special architectural or historic interest, and that the concept of conservation is not devalued though the designation of areas that lack special interest.

Section 9 (Design and Heritage) of the Hull Local Plan (adopted November 2017) further outlines policies relating to the development and management of conservation areas. Policy 14 (Design) identifies how development should relate to surrounding character and scale etc. and Policy 15 (Local Distinctiveness) to local distinctiveness, including that development should not harm the character or appearance of the city centre Conservation Areas which are characterised by low their low-rise nature, and not harm the distinctive historic skyline and have an acceptable impact upon views and vistas within the city centre. Policy 16 (Heritage) outlines the City Council's policies for heritage management, including giving priority to areas which contribute to the distinct identify of Hull, which includes wet and dry docks, wharves and ancillary structures, and features relating to Hull's fishing, maritime and industrial heritage, and locations in the wider city which define the development of Hull such as the historic cores of medieval villages and settlements,

This appraisal document has been written in accordance with the guidance of Historic England Advice Note 1 (Second Edition) (Published Feb 2019) Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1 and to reflect the above referenced policies.

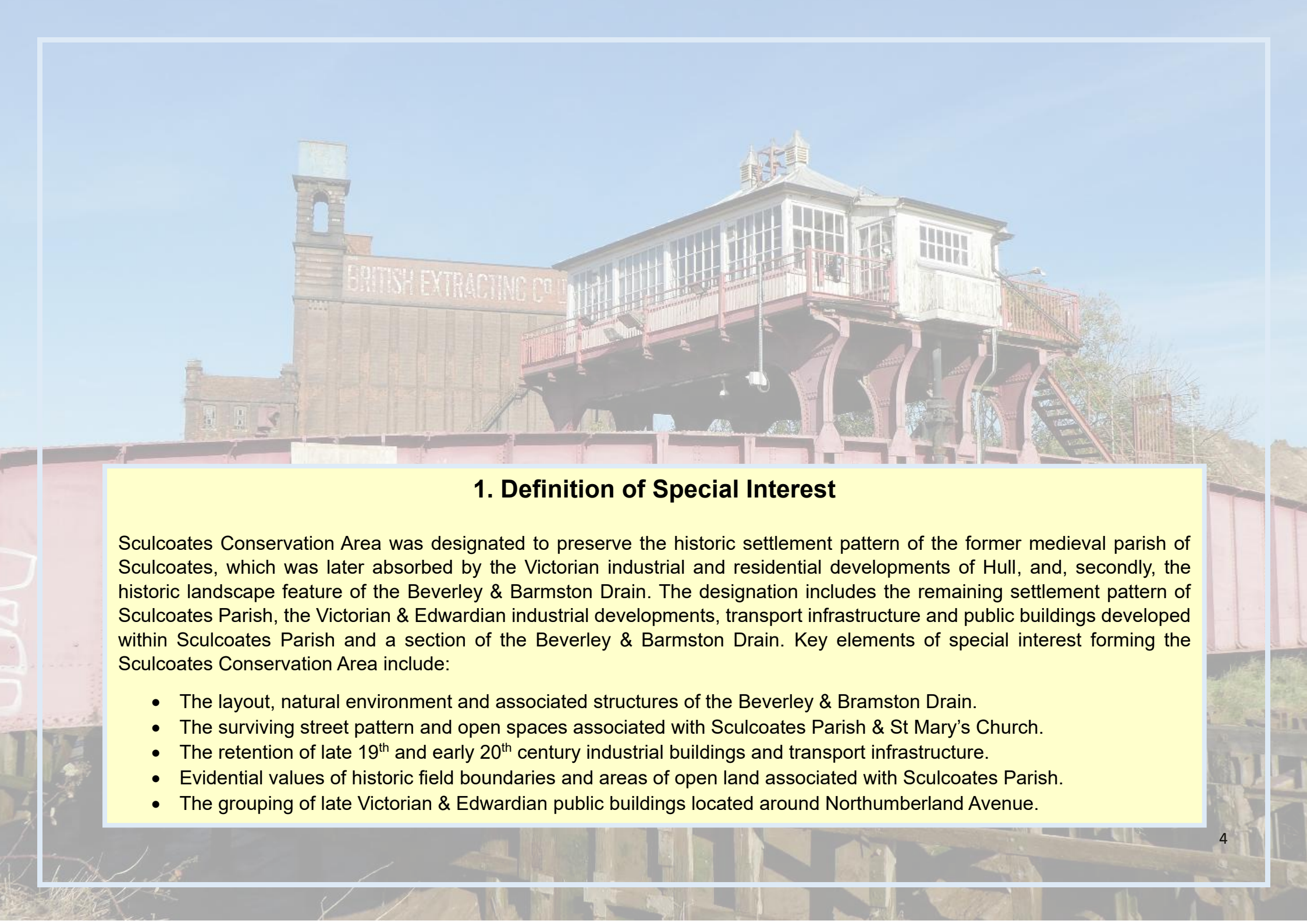
Full details of Policies relevant to the management of the conservation area are outlined within appendices 2 & 3.



## Part 1 – Character Appraisal



*Figure 2 - The Victorian & Edwardian Developments of Wincolmllee (Zone 2)*



## 1. Definition of Special Interest

Sculcoates Conservation Area was designated to preserve the historic settlement pattern of the former medieval parish of Sculcoates, which was later absorbed by the Victorian industrial and residential developments of Hull, and, secondly, the historic landscape feature of the Beverley & Barmston Drain. The designation includes the remaining settlement pattern of Sculcoates Parish, the Victorian & Edwardian industrial developments, transport infrastructure and public buildings developed within Sculcoates Parish and a section of the Beverley & Barmston Drain. Key elements of special interest forming the Sculcoates Conservation Area include:

- The layout, natural environment and associated structures of the Beverley & Bramston Drain.
- The surviving street pattern and open spaces associated with Sculcoates Parish & St Mary's Church.
- The retention of late 19<sup>th</sup> and early 20<sup>th</sup> century industrial buildings and transport infrastructure.
- Evidential values of historic field boundaries and areas of open land associated with Sculcoates Parish.
- The grouping of late Victorian & Edwardian public buildings located around Northumberland Avenue.

## 2. Character & Extent

Sculcoates Conservation Area is a historic settlement area, which was once an independent rural parish, but was subsumed by the Victorian industrial and residential expansion into the town and later city of Hull. The historic parish covered an area of 738 acres extending from the west bank of the River Hull to the north and west to the region of Cottingham <sup>(1)</sup>. To the south of its boundary was Spring Dike, now Spring Bank, and to the south-west an area of Hull called 'Trippett'. The core of the historic settlement, located along Air Street, is located within the Sculcoates Conservation Area. A large area of the historic Parish of Sculcoates is located within the Beverley Road Conservation Area, which includes the site of the former Sculcoates Union Workhouse.

The Conservation Area is located approximately 1 mile to the north of Hull City Centre. It extends for a distance of approximately 2.5 miles from Green Lane to its south to Air Street at the north. The area was historically a combination of residential and industrial development but following c.1970 the area is now exclusively industrial in use.

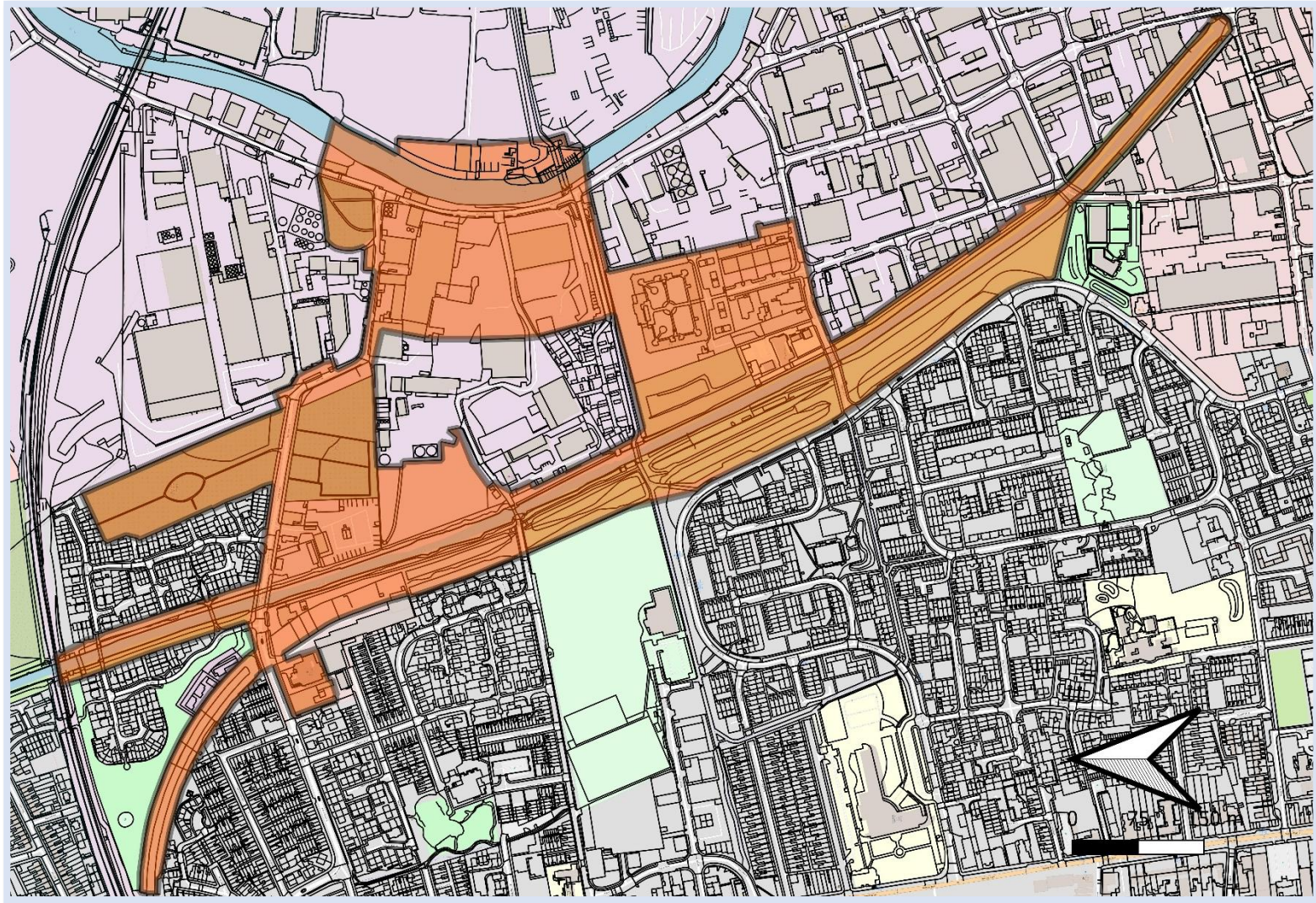
The character of the Conservation Area is predominantly industrial, but within this are remnants of the pre-18<sup>th</sup> century landscape of Sculcoates, and elements of Victorian public and transport infrastructure. The character and historic integrity of the Parish of Sculcoates has however been weakened by the loss of historic

buildings and post-war regeneration. As a result, the Conservation Area can be separated into three distinctive character zones:

- Zones 1 – Beverley & Barmston Drains – One of Hull's last surviving open 18<sup>th</sup> century drains, which creates a green corridor through the northern Hull.
- Zone 2 – Sculcoates Parish – The historic core of the former Parish of Sculcoates, which retains its pre-19<sup>th</sup> century street plan and buildings and open spaces associated with the former Parish, and later Victorian industrial developments.
- Zones 3 – Northumberland Avenue – Contains surviving Victorian and Edwardian hospital and school buildings, which served the former working-class population of Sculcoates.

The boundary of the Conservation Area is designated to preserve the remaining historic elements of Sculcoates Parish, the Beverley & Barmston Drain, and surviving elements of Victorian industrial infrastructure and public buildings. The 2024/25 review of the Conservation Area removed areas of modern developments within the setting of the heritage asset and areas which do not contribute towards its special interest.

## 5. Conservation Area Map



3 - Conservation Area Boundary Map

## 6. History & Development

**Origins** <sup>(2)</sup> – The settlement of Sculcoates originated during the 12<sup>th</sup> century when the banks of the River Hull became habitable. The etymology of Sculcoates is likely a derivation of the old English ‘Skilli’s Cottages’. A Church was first mentioned in Sculcoates in 1232, which was appropriated, and vicarage ordained in 1381. Records suggested that there was a Manor of Sculcoates in 1346, but this had disappeared by 1780.

**Rural Parish** <sup>(3)</sup> – The Parish of Sculcoates remained an agriculture parish up to the late 18<sup>th</sup> century. Enclosure maps (Survey of Sculcoates 1691) identify open pasture around the village, before enclosure took place during the 17<sup>th</sup> century. Records identify that Hull Corporation owned five post-enclosure plots. By the 17<sup>th</sup> century there were about a dozen houses between Charterhouse and St Mary’s Church (none of which survive today), and a road which ran close to the river. By the 18<sup>th</sup> century buildings had been introduced along Sculcoates Lane. In 1801 the Commissioners of the Parish of Sculcoates were established to administer the public services of the area. *N.b. See Appendix 4 for a Map Regression.*

**Industrial Expansion** – During the late 18<sup>th</sup> century the suburbs of Hull began to transition from a rural to an industrial landscape. Throughout the 18<sup>th</sup> the Century the Court of Sewers were actively manging the agricultural land within the suburbs of Hull, including the creation of ‘Drains’, such as the Beverley & Barmston Drain in between 1798-1810, which reduced the threat of flooding <sup>(4)</sup>. As a result, the landscape around Hull became available for agricultural and industrial uses.

Following c.1780 the Borough Town of Hull began to extend outside of its defensive walls. This included the creation of the ‘New Town’ of Hull to the north of the walls, within the Parish of Sculcoates (the remaining elements of the developments are designated within the Georgian New Town Conservation Area). Sculcoates’ independence as a Parish ended in 1832 when the Parliamentary Borough of Hull was created, followed by the inclusion of Sculcoates in the extended Municipal Borough of Hull in 1837. By this date there was a corridor of industrial development which extended from the town of Hull up to Air Street, along what became Wincolmlee and Bankside. Air Street had also been developed, with industrial buildings and working-class housing. The area of between Beverley Road land to the west of Wincolmlee & Bankside however remained as an agricultural landscape.



Figure 4 - 1852-3 OS Survey showing north Hull.<sup>5</sup>

**Victorian Developments** – From 1840 up to the start of WW1 Hull began to expand exponentially with a growth in its industries and population. Much of this expansion can be attributed to the introduction of the railways into Hull and the expansion of its Docks. Throughout all areas of Hull working class houses were developed in former agricultural areas to accommodate the growing population of workers and immigrants who moved to the town. By 1880 a residential suburb had been developed in the area enclosed by Fountain Road, Wincolmlee and the Beverley & Barmston Drain, and also to the west of the drain. Following the Education Act of 1870 new schools were developed across Hull, including at Northumberland Avenue. As part of Hull's tradition for the provision of Charitable Aid for its sick and elderly, a hospital and Almshouses were established in Northumberland Avenue in 1887.

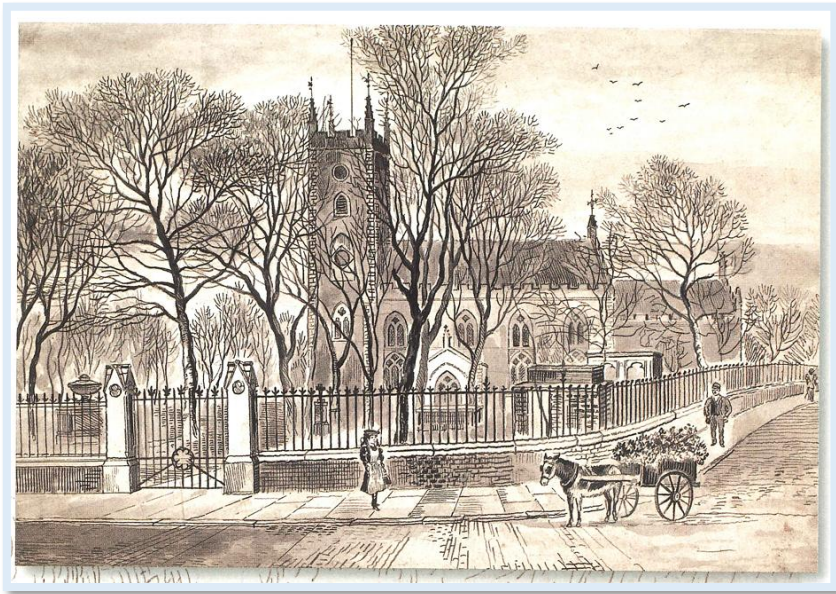


Figure 5 - F E Smith 19th century view of St Mary's Church.<sup>6</sup>

**The Railways & Dock Expansion<sup>7</sup>** – The Railways first arrived in Hull in 1840, with the construction of the Hull & Selby Railway (H&SR). Following 1840 Hull's economy, as per national trends, started to rapidly expand. This was made possible by a combination of the development of new docks and railways. In July 1850 Victoria Dock opened to the east side of the River Hull, along the banks of the River Humber. In 1852 a new branch line was created, opened in 1853, by the York & North Midland Railway Company (which became part of the Northeastern Railway in 1854), which connected to the H&SR at Anlaby Junction to Victoria Dock, over a distance of 3.25 miles. The Victoria Dock Branch Line introduced several stations, including Sculcoates, which promoted development within their surroundings areas, contributing towards Hull's industrial expansion. The line passed over the River Hull via the Wilmington Swing Bridge.

In 1885 the Hull Barnsley & West Riding Junction Railway & Dock Company (later the Hull & Barnsley Rail (H&BR) opened their railway line in Hull. The main railway line travelled through the north of Hull, and to the north of the site of the Hull Municipal Electricity Works (what is now Abbey Way) & Needlers Factory (now Needler Way). The Cannon Street Branch Line of the H&BR sprung off from the Beverley Junction in an arc to the south of the Electricity Works before running parallel to the west-side of the Beverley & Barmston Drain. The railways allowed for the movement of raw materials and produce to and from the City. Post-war industrial decline and a shift to motorised transportation resulted in the dismantling of Hull Railways in the 1960s, but often with tracks being retained as public rights of way, such as that created following the closure of the Victoria Dock Branch Line.



Figure 6 - Railway Map of Yorkshire 1923<sup>8</sup>.

**Bomb Damage** – Hull was one of England’s most bomb-damaged cities during World War Two. Much damage was caused to Hull’s residential and industrial buildings. Sculcoates was extensively bombed, with the loss of several buildings, including Sculcoates Cemetery Mortuary Chapel<sup>9</sup>:

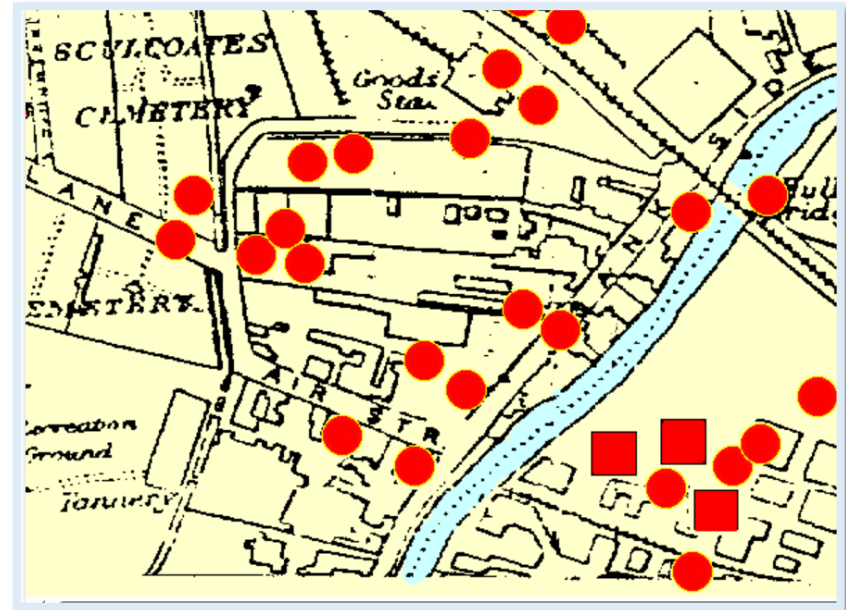


Figure 7 – Bomb map of Hull, showing the parish of Sculcoates.<sup>10</sup>

**Post-War Clearances** – During the 1930s and post-war era much of the Victorian developments of Hull were classified as ‘slum’ housing. In the area of Sculcoates much of its Victorian character was retained into the 1960s. From this point on and through the 1970 a majority of the Victorian housing within the Sculcoates Conservation Area and the area of residential settlement to its south was cleared. The land was replaced with industrial hardstanding areas and new warehouses and workshops.

**c.1980 to Designation** – By 1980 a small number of pre-1850 building survived in Air Street, such as the former post-office and Golden Ball Pub<sup>11</sup>. These were subsequently demolished by the mid-1990s. Several 19<sup>th</sup> century warehouses within the Britannia Works & Holmes Hall Tannery were also still extant by the mid-1980s. In the following years several of these were either demolished and re-developed, or partially demolished with their ground floor elevations retained, to form boundary walls (see figures 8 and 9).

The heritage significance of Sculcoates was recognised in the early 2000s, when work commenced on designating the area as a Conservation Area. At time of initial survey, the early 20<sup>th</sup> century Needlers Factory (Confectioners) was retained to the north of Sculcoates Lane, with the boundary of the Conservation Area drawn to include the factory and location of the Hull Municipal Electricity Works. In 2003 (03/01440/FULL) planning permission was granted for the erection of 177 on the site of both buildings. Demolition and implementation of the application had commenced by the time of the designation of the Conservation Area in 2004, removing the special interest of the Conservation Area.

**Archaeology** – Given the medieval origins of the parish of Sculcoates there is potential for archaeological deposits within the boundary of the conservation area from that period onwards, with particular potential for c.13<sup>th</sup> and 14<sup>th</sup> deposits within the area of St Mary’s Parish Church and along Air Street. At present there are no records of archaeological remains pre-dating the medieval period registered within the HER. There is also further potential for archaeological remains in the location of 17<sup>th</sup>-19<sup>th</sup> century buildings which have been demolished within the boundary of the area and identified within the content of this appraisal.



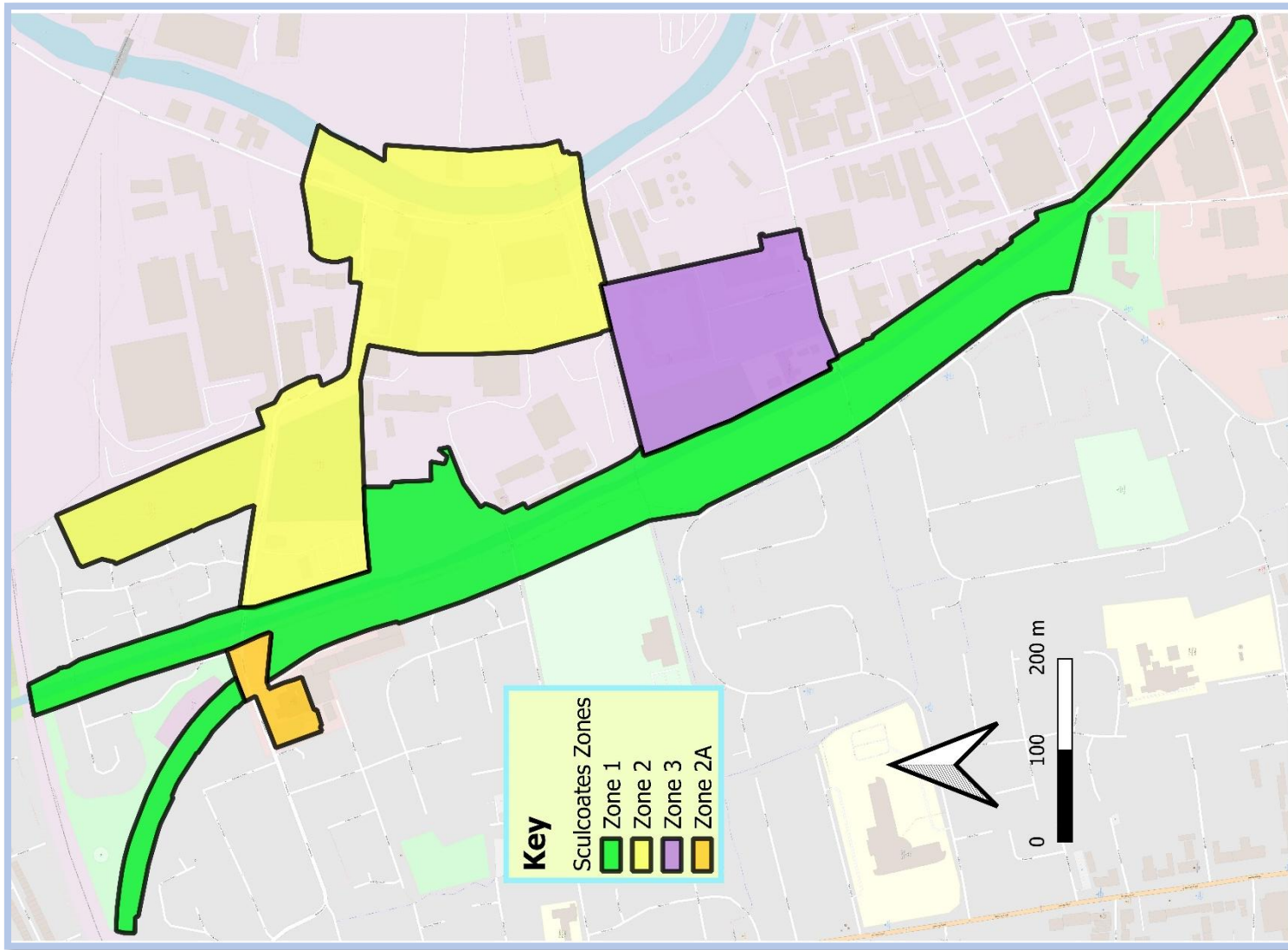
Figure 8 – Air Street & Wincolmllee from St Mary’s Parish Church Yard, 1985.<sup>12</sup>



Figure 9 The same view in October 2024.



## 7. Character Zones - Map

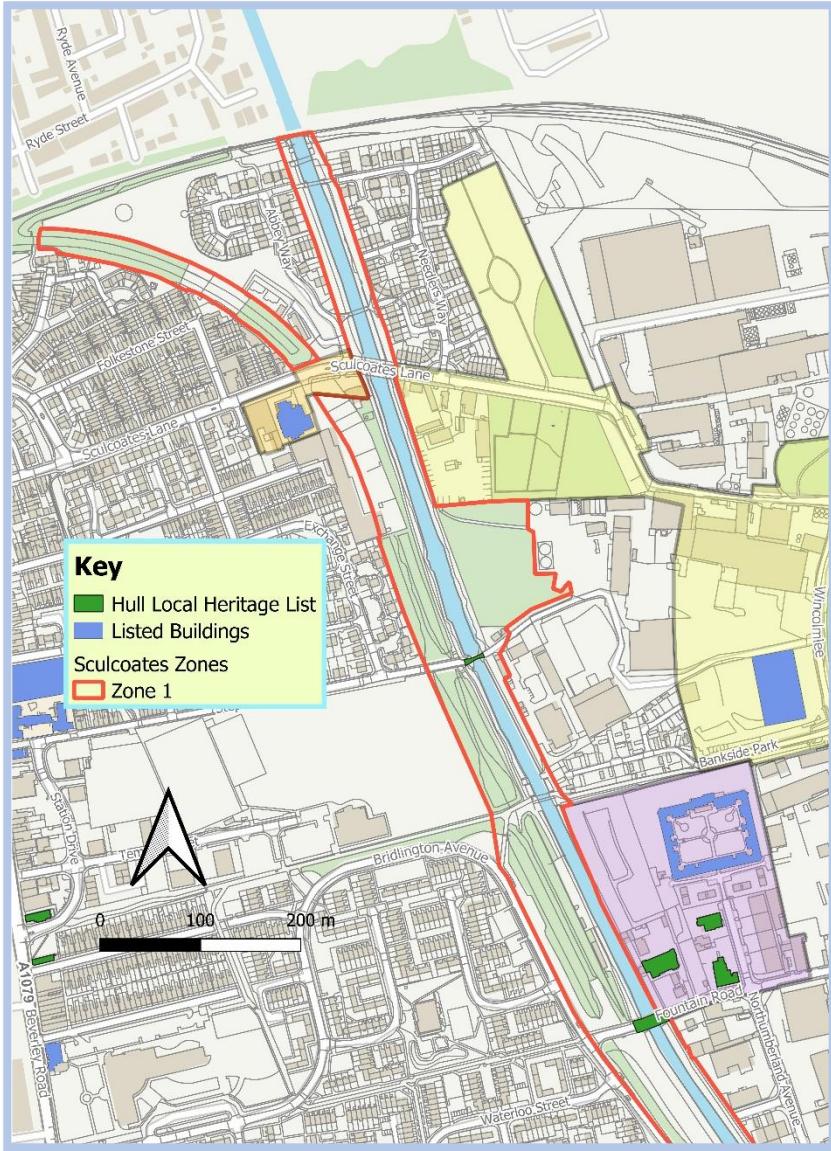


10 - Character Zone Map

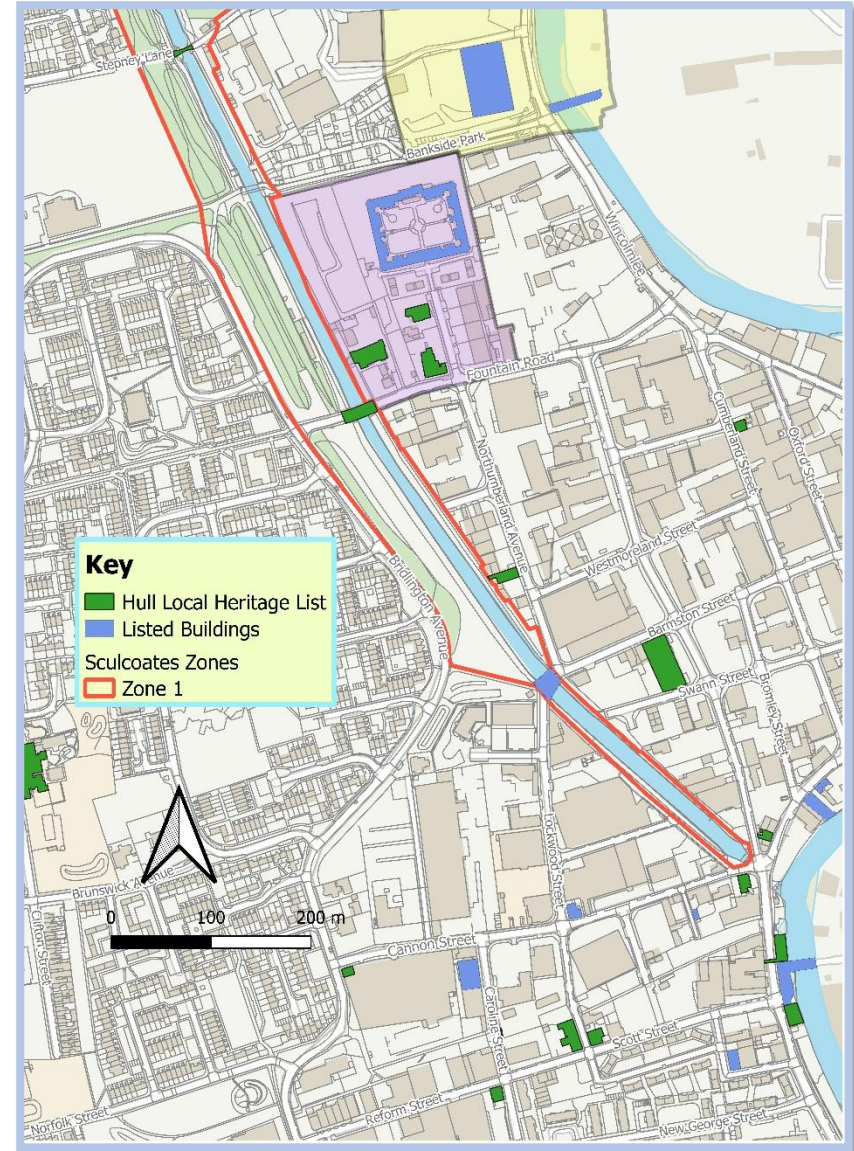
## 8. Character Zone One – Beverley & Barmston Drain



*Figure 11 The Beverley & Barmston Drain. View towards Stepney Lane Bridge, from the East.*



12 - Zone 1- Northern Section



13 - Zone 1 - Southern Section

**6.1. Summary of Significance** – The special interest of Zones 3 is formed by the following elements:

Item		Elements of Significance
<b>Part 1 – Beverley &amp; Barmston Drain</b>		
1		The Beverley & Barmston Drain holds heritage value as one of the remaining open drains constructed during the 18 <sup>th</sup> and early 19 <sup>th</sup> centuries, as part of the landscape management of the River Hull Valley.
2		Its historic significance is found in the contribution the drain made towards making the lower Hull valley useable, including the subsequent industrial and residential developments of Sculcoates.
3		Additional values associated with the drain is the contribution its natural environment makes within the urban and industrial areas of Hull.
<b>Part 2- Railway Developments</b>		
1		A second element of significance associated within Zone one is held in the evidential values associated with the historic alignment of the Cannon Street Branch Line of the Hull & Barnsley Railway Line, which opened in 1885.

**6.2 Character** – The Beverley and Barmston Drain is a manmade landscape feature. It consists of a hand-cut drainage channel, with shallow inclined banks. The Drain has a strong character of the natural environment, with grassed and tree lined banks. In several areas of the surrounding landscape, built environment is visible, but in other areas the maturity of the natural environment creates an enclosed green vista along the Drain. These natural vistas and views help to appreciate the drain as a historic landscape feature and provide an important area of green space, which positively contrasts with the nearby industrial environment. The retention of the former Railway Embankment

and its planting with matures tree adds to the sense of natural environment.

**6.3 Historic Landscape Context<sup>13</sup>** – **Historically** the land located between the banks of the River Hull and up to Driffield and Bridlington consists of low-lying marshland, interspersed with Islands (Barffes). The higher areas of land provided small areas of settlement, but it was only because of landscape management that the rural hinterlands of Hull became habitable and available for agricultural use during the later medieval period.

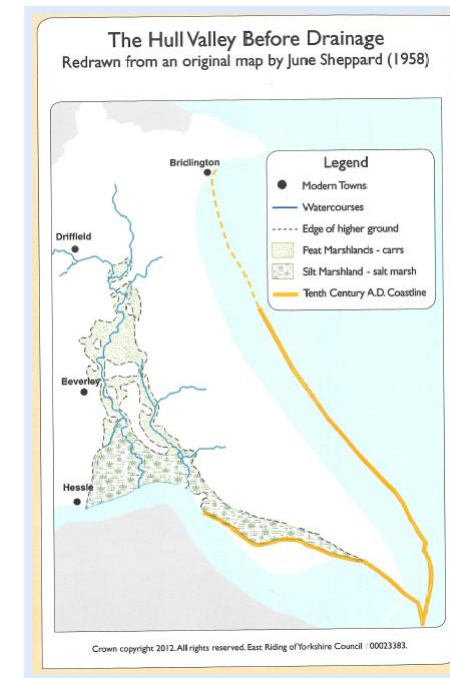


Figure 14 - Historic landscape context of the River Hull Valley.<sup>14</sup>

**6.4 History & Development<sup>15</sup>** - The early history of Hull and its surrounding landscape is interlinked with the founding of the Meux Abbey in 1151<sup>16</sup>. The Cistercian Order were associated with the creation of Abbeys in rural locations and local landscape management. The Monks of Meux were responsible for many of the landscape interventions into the Hull Valley, including the construction of drainage channels ('dikes').

The 1532 Statute of Sewers appointed Commissioners of Sewers, who were agents of the Crown, and worked through Courts of Sewers. The Commissioners were responsible for the administration of local ditches, drains & banks etc. Two Courts were established in the Hull Valley, with the smaller consisting of Hullshire, which covered the 'buffer zone' between Hull and the Wolds. During the 16<sup>th</sup> and 17<sup>th</sup> century the Commissioners began to improve the drainage of the Hull valley.

By the last decade of the late 18<sup>th</sup> century much of the lower and middle part of the Hull Valley had been drained. 12,000 acres of the northern Carrs (areas of marshland or swamps), extending from Beverley to Bridlington, remained under the Court of Sewer. The land was low lying and poorly drained in the Wet Season, and the River Hull frequently overflowed and broke its banks. To improve the area of land, in 1798, a report was written by William Jessop, which outlined options to improve the landscape, including the proposal for a 'retrograde drain'. In 1798 an Act was passed for the Beverley & Barmston Drain. The drain was planned to extend from Driffield Canal to the River Hull, discharging near Wincolmlee. The Drain was completed in 1810, at a cost of £115,000.

By 1867 (see figure 14) the extent of the Drain, within the Conservation Area, was still located within an agricultural landscape, with only its outlet with the River Hull being culverted and being within an urban environment. By 1875 development had reached as far north as Barmston street, to the east of the drain. The setting of the Drain changed following the introduction of the Cannon Street Branch Line of the Hull & Barnsley Rail, in 1885, which ran parallel to the drain between Barmston Street and Sculcoates Lane. Between c.1880 and 1910 large volumes of working-class terraced houses were constructed to west of the Drain, which were built up to the embankments of the railway line. To its east side working class housing was also introduced to the south of Fountain Street, with a mixture of public buildings and industrial buildings and spaces being introduced to the north, within Zones 2 & 3.



Figure 15 - 1867 Map of Hull showing the rural setting of the Beverley & Barmston Drain.<sup>17</sup>

By the 1960s Hull's drains had become polluted and unofficial refuge areas. Post-war slum clearances resulted in the demolition of the houses which lined the Drain and railway track. In 1968 the Cannon Street Branch Line closed and was subsequently dismantled. The polluted nature of the drains resulted in loss of national habits and a trend for their in-filling or culverting.



Figure 16 - 1976 view of the Drain, between Stepney Lane and Sculocates Lane.<sup>18</sup>

**6.5 Drainage in Hull** - The Beverley & Barmston Drain sits within a wider context of the drainage and management of the Hull valley, between the River Hull and Driffield. By the end of the 19<sup>th</sup> century four drains had been constructed which drained into the River Hull

- Holderness Drain (1764)
- Cottingham Drain (1766)
- Beverley & Skidby Drainage Act (1785)
- Beverley & Barmston Drain (1798)

Many of Hull's drains did not survive the post-1960s regeneration of the City. As part of industrial and residential re-developments many of the drains were either in-filled, shortened and remaining elements culverted. For instance, the Beverley & Skidby Drain, which historically used to run through Zone 2, between Fountain House School & Northumberland Avenue School was filled in during the mid to late 1960s.

As a result, this has left the Beverley and Barmston Drain as the perhaps the best surviving example of a Georgian drain, constructed by the Hullshire Court of Sewers.

**6.6 Recent Changes** – Following 2004 changes to the character of the area, included the introduction of hard-surfaced public rights of way alongside the drain, to make the area more accessible to the public.



*Figure 17 - Character of the drain before the implementation of application 04/00941/FULL.*

Further changes took place following application 18/01131/FULL which approved the alteration of the c.1800 dates Stepney Lane Bridge. The approval allowed for the introduction of a concrete bridge deck, removal of the existing brick parapet wall and introduction of a metal balustrade. The undertaking of the works has removed an element of the historic character of this section of the Conservation Area.



*Figure 18 - The 'Green Corridor' viewed north from Lockwood Bridge.*

**6.7 Open Spaces** - The clearance of the banks of the Drain and dismantling of the Hull & Barnsley Railway Line have resulted in areas of grassland along the length of the drain. These contribute towards the drain taking on the appearance of a green corridor. The area of open space positively contrasts with the surrounding areas of industrial development and housing estates.

Zone 1 also includes an area of open land located to the west of Holmes Hall Processers. Historically the land was agricultural fields, by 1908 the land was developed with glass houses, and then by 1926 the land had been converted to a recreation ground. Following the expansion of Holmes Hall Tannery the area has been allocated as open space ('natural/semi-natural green space', and the area managed as wild habitat. Evidential values are associated with the land as remaining undeveloped, and identifiable as historic open space.

**6.8. Natural environment** – Following the 1960s the management of the drain has resulted in the creation of an environment formed by grassed banks, trees, and foliage. The area provides an extended area of 'green' environment which passes through the industrial areas of northern hull. The prominent use of trees provides an extended area of natural environment, which blocks out the surrounding industrial environment. In areas of the drain, it is possible to see the drain in isolation without the backdrop of its modern environment.



*Figure 19 - Open and natural environment to the east side of the B&D Drain, to the south of Stepney Lane Bridge. The location of the former railway line.*



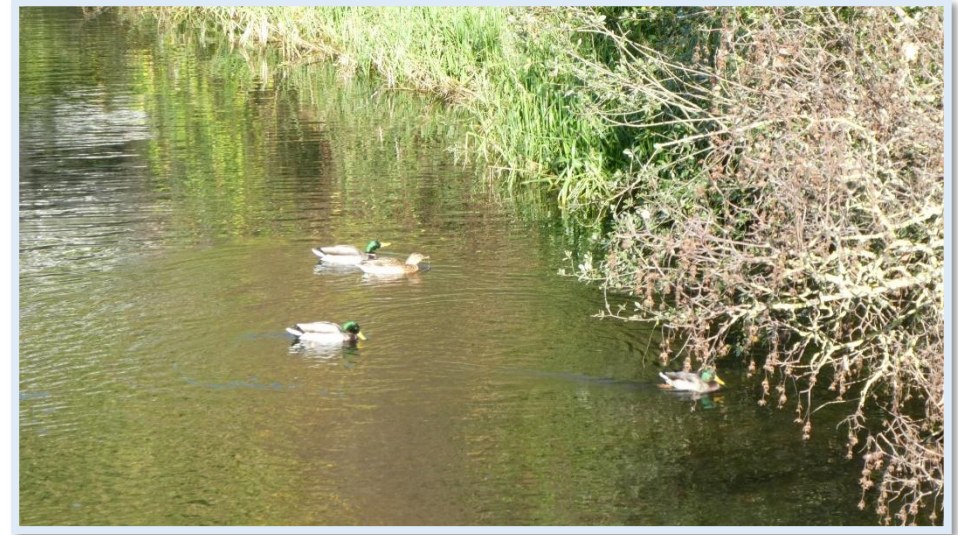
*Figure 20 - Area of natural environment to the west of Holmes Hall Tannery.*



**6.9 Ecological Environment** – The Drain has evolved to become a rich ecological environment. Species include Kingfishers and grey wagtails, Mallard Ducks, grass snakes and water-based species include beetles, fly larvae and shrimps.

**6.10 Keys Views** – The layout of the drain allows for key views and vistas through the Conservation Area, specific elements of significance include:

Item	Elements of Significance
1	<b>Along the Drain</b> - Vistas along the Drain which are lined by the natural environment are of high value where the backdrop of modern development is not visible, or where viewed in association with adjoining remaining areas of natural environment and historic buildings.
2	<b>Northumberland Court</b> - Views across the Drain which present Northumberland Court without backdrop of modern development, contribute towards the significance of the setting of the Listed Building.
3	<b>B.E.C. Silo</b> - Viewing points which demonstrate the focal nature of the B.E.C. Silo within the surrounding landscape are of value and contribute towards the significance of the setting of the listed building.



*Figure 21 Mallards on the Drain.*



*Figure 22 – Setting of CA - View from Topgood Street at the Drain’s output to Fountain Road.*



*Figure 23 - View south from Stepney Lane Bridge*



*Figure 25 - View north from Sculcoates Lane Bridge.*



*Figure 24 - View from the Drain towards the B.E.C. Silo.*



*Figure 26 - View south from Sculcoates Lane Bridge.*

## 6.11 Key Buildings (see also Appendices 5 & 6)

Key Buildings contribute highly towards the special interest of the conservation area. They contribute aesthetic or historic values and are the best of their types in the conservation area. A key building may also be a focal point within the conservation area. They can also hold national interest (be listed) or be of high local heritage significance (local listed).

Key building within Zone 1 are structures associated with means of access and transport infrastructure over the drain dating from its origins through to the late 19<sup>th</sup> century. Key buildings predominantly retain their historic integrity and character. Each of the bridges demonstrate the changing technologies and material use for bridge construction throughout the 19<sup>th</sup> century, ranging from early brick structures, through to the use of wrought and cast-iron structures later in the century.

<p><b>Stepney Lane Bridge (Locally Listed)</b></p>	<ul style="list-style-type: none"> <li>• Dating to c.1800, it identified as being potentially the oldest bridge within Hull, and the oldest surviving bridge over the Beverley &amp; Barmston Drain.</li> <li>• It is a good example of an arched, brick built, Georgian Bridge.</li> <li>• The character of the bridge has been negatively impacted by the removal of its parapets and replacement of the bridge deck with a concern road surface, and modern in appearance balustrade. (works linked to application 18/01131/FULL)</li> </ul>
<p><b>Fountain Road Bridge (Locally Listed)</b></p>	<ul style="list-style-type: none"> <li>• Built over the drain in c.1889, as per its date plaques, to accommodate new residential and industrial developments in the area.</li> <li>• The piers feature the crest of the Hull Corporation.</li> <li>• The construction of the bridge made prominent use of terracotta. The structure includes end piers (dated 1889), with plinths and corniced caps, decorated with armorial quadrate crosses (bearing three ducal coronets), separate coped and buttressed flanking walls.</li> <li>• It features distinctive and attractive pierced coped balustrades in the form of St Chad's crosses rotated by 45 degrees</li> </ul>
<p><b>Lockwood Street Bridge (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• An example of a late 19<sup>th</sup> century bridge, which use a wrought iron box metal frame construction.</li> <li>• It was again built to serve the expanding population of the area, and introduction of vehicular traffic into Hull.</li> <li>• The cast iron balustrade is influenced by Roman architecture.</li> <li>• The access points to the bridge feature gault brick flanking walls and stone pillars.</li> </ul>



Figure 27 - Stepney Lane Bridge (Locally Listed)



Figure 29 - Hull Council Crest at Fountain Road Bridge



Figure 28 - Fountain Road Bridge (Locally Listed)



Figure 30 - Lockwood Street Bridge (Grade II).

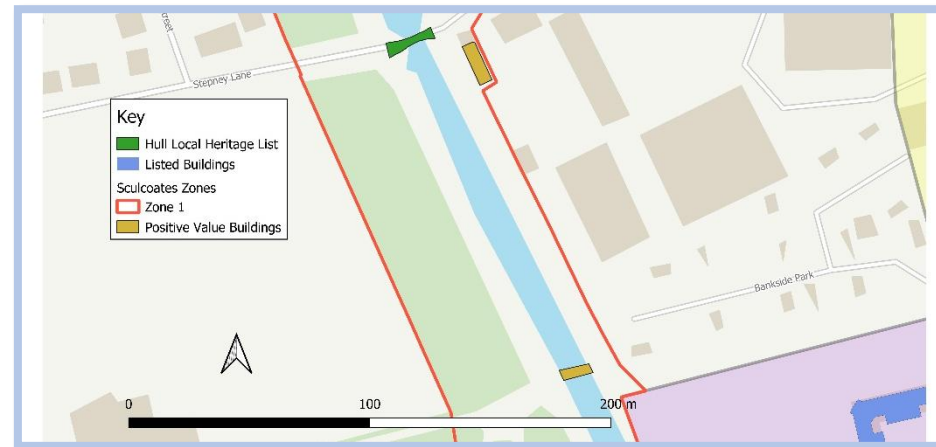
## 6.12 Positive Buildings & Structures

Positive buildings contribute highly towards the special interest of the conservation area and add historic and aesthetic values to the local area. They may form a part of a group of buildings or be an individual structure. They can also be modern buildings which contribute towards the special interest of the area or have good architectural value. A positive building may feature negative elements, which would otherwise identify them as key buildings.

Within Zone 1 positive buildings include the remaining bridges over the Bridge and remaining late industrial buildings adjoining the drain contribute positively towards the special interest of the Conservation Area.

<p><b>Bridlington Avenue Bridge</b></p>	<ul style="list-style-type: none"> <li>• The bridge provides evidential values of the form alignment of the Victoria Dock Branch Line, which was carried over the Beverley &amp; Barmston Drain, by a bridge.</li> <li>• Two pairs of footings remain of the Bridge which demonstrate the brick method of construction of the Bridges associated with the introduction of the Branch Line.</li> <li>• The deck of the bridge is of a modern construction which does not contribute towards the special interest of the Conservation Area.</li> </ul>
<p><b>Sculcoates Lane Bridge</b></p>	<ul style="list-style-type: none"> <li>• Constructed between 1908/9 and the 1926 OS Survey, replacing an early bridge over the drain.</li> <li>• The replacement bridge was constructed with a wider span, to accommodate road traffic.</li> <li>• The bridge features functional red brick parapet wall, with stone cappings.</li> </ul>
<p><b>Building to east of Stepney Lane</b></p>	<ul style="list-style-type: none"> <li>• Late 19<sup>th</sup> century building, shown on the 1890 Ordnance Survey of the area.</li> <li>• The red brick construction is of positive historic value and demonstrate the type of small ancillary building associated with line industry in the area.</li> </ul>

31 - Zone 1 Positive Building





*Figure 32 Late 19th century footings of the former railway bridge at Bridlington Avenue.*



*Figure 34 - Sculcoates Lane Bridge*



*Figure 33 - The current bridge deck, built on 19th century railway bridge footings.*



*Figure 35 - Late 19th century light industrial building to east of Stepney Lane Bridge.*

**6.13 Negative Elements** – Elements which negatively impact on the special interest of the Conservation Area include:

Item	Elements of Significance
Stepney Lane Bridge	The change in character of the bridge to feature modern elements has remove part of the special interest of one of the key buildings of the Conservation Area and remove an element of historic character from the Conservation Area.
Industrial Structures	The presence of industrial structures over the Drain, such as pipes & drains are not in keeping with the character of the area.



Figure 37 - Stepney Lane Bridge before the undertaking of works (April 2023).



Figure 36 - Industrial infrastructure impacting upon views towards Northumberland Court from the Bridlington Avenue Bridge.

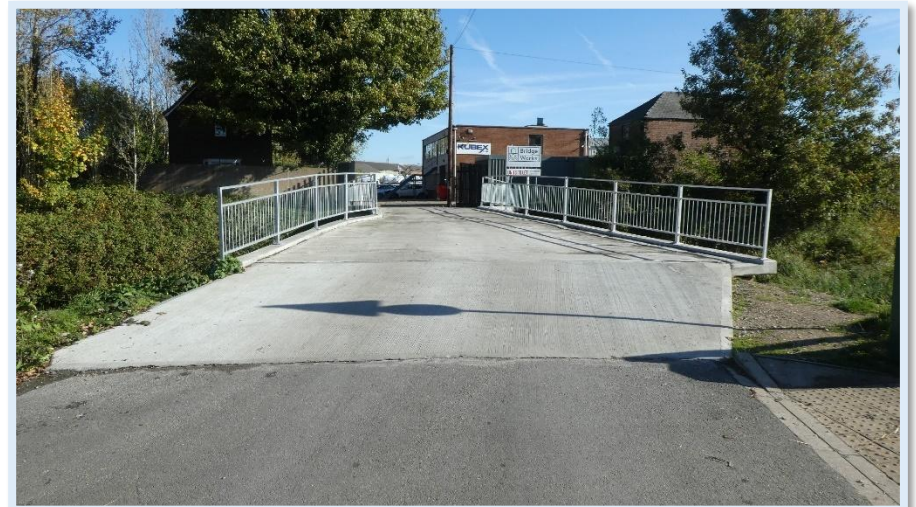


Figure 38 - Stepney Lane Bridge after development in October 2024.

## 7. Character Zone 2 – Sculcoates Parish

SCULCOATES  
LANE

SCULCOATES  
LANE

*Figure 39 - Parapet of the Bridge over the in-filled Beverley & Skidby.*





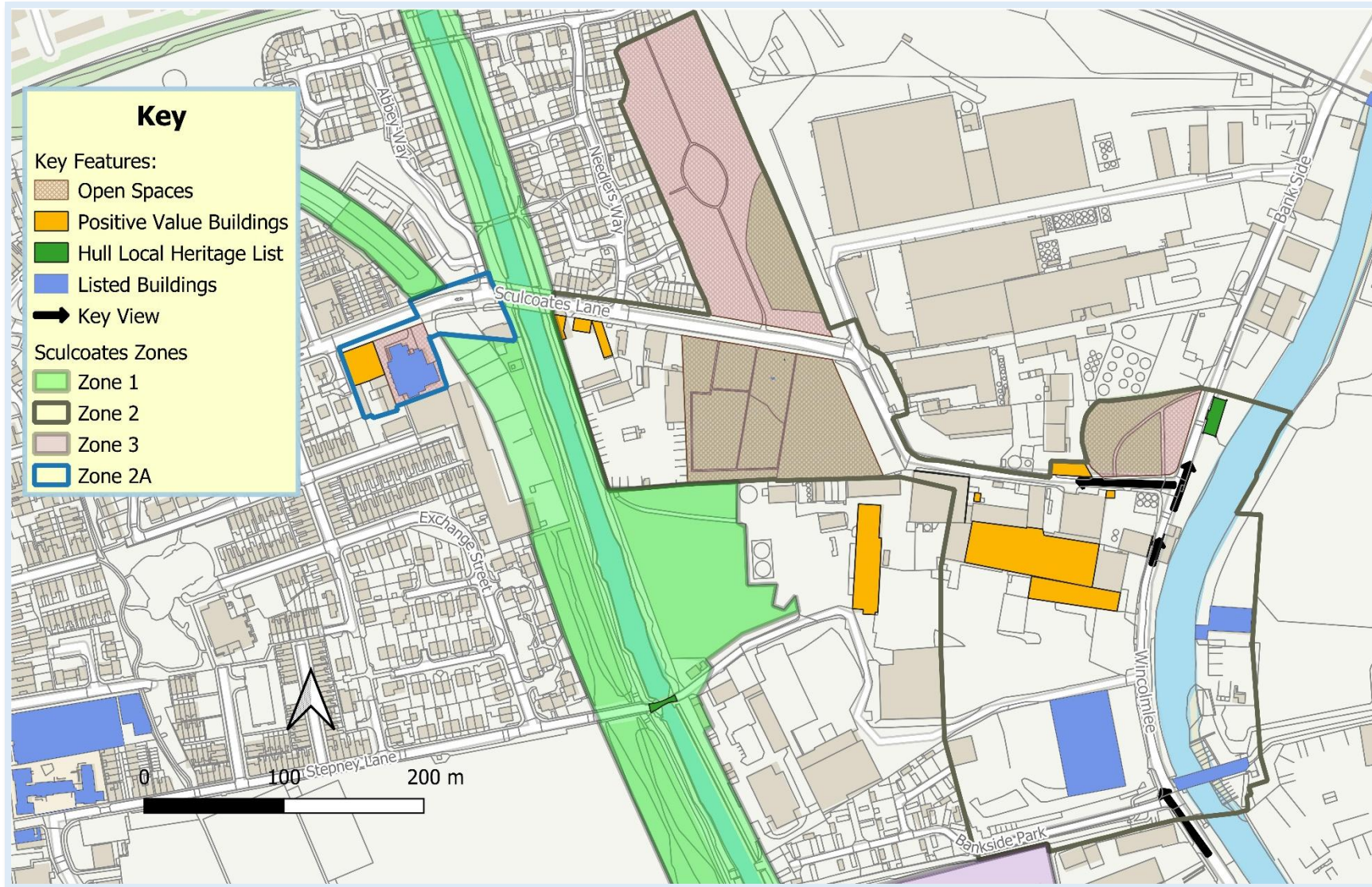
**7.1 Special Interest** – Zone 2 consists of the historic core of the Medieval Parish of Sculcoates, located around St Mary’s Parish Church, which was subsequently industrialised during the late 18<sup>th</sup> and 19<sup>th</sup> centuries. Specific elements of special interest include:

Item	Elements of Significance
1	The retention of the pre-1800 Street Plan, formed by Sculcoates Lane, Aire Street and Bankside.
2	The retention of St Mary’s Church Yard, Cemeteries and St Mary’s National School, which were associated with the Parish of Sculcoates.
3	The retention of 19 <sup>th</sup> and early 20 <sup>th</sup> century industrial buildings, including those associated with the Holmes Hall Tannery.
4	The influence upon the landscape and development of buildings associated with the introduction of railways into Hull .

**7.2 Character** – Zone 2 has a hybrid character of being both a historic settlement area, which later became part of a 19<sup>th</sup> century industrial area, and which was again re-developed with further industry during the 20<sup>th</sup> century. The remnants of the historic settlement pattern are evident in the narrow and curved street pattern along Air Street, Sculcoates Lane and Bank Side, and the retention of the cemeteries, church yard, and national school building associated with St Mary’s Church and the historic Parish of Sculcoates. A second character phase is added by the introduction of red brick industrial buildings and the railway infrastructure during the 19<sup>th</sup> century through to the

early 20<sup>th</sup> century, which creates an appearance of Victorian industrialisation. These two phases sit alongside each, without each being the dominant feature of the Conservation Area. Collectively the areas create unique sub-urb of Hull, with the usual juxtaposition of its medieval layout and Victorian industrial aesthetic. A third element of Zone 2 is the presence of 20<sup>th</sup> century industrial hardstanding areas and buildings. Whilst a feature of the area they do not dominate its character, and it is the 18<sup>th</sup> and 19<sup>th</sup> century elements which take prominence. A final element of the Zone is its proximity to the River Hull, and how the river provides the means of transport for goods into the industrial areas and Hull, and how views are obtainable along it. Historically, the area also had a residential character, but all evidence of this former use has now been removed.

**7.2.2. Sub-Character Zone 2a** – A sub-zone (2a) is formed by the early 20<sup>th</sup> century developments of St Mary’s Parish Church and adjoining former Paint Workhouse, located on Sculcoates Lane. Both structures demonstrate the early 20<sup>th</sup> century developments of Sculcoates, with continuing developments of public and industrial buildings. Zone 2a retains positive elements of its setting, in contrast to the remaining areas of the Conservation Area, by the retention of late 19<sup>th</sup> century terraced housing to the north side of Sculcoates Lane, and the former St Mary’s Church Hall, located on Folkestone Street.



40 - Zone 2 Map

### 7.3 History & Development<sup>19</sup>

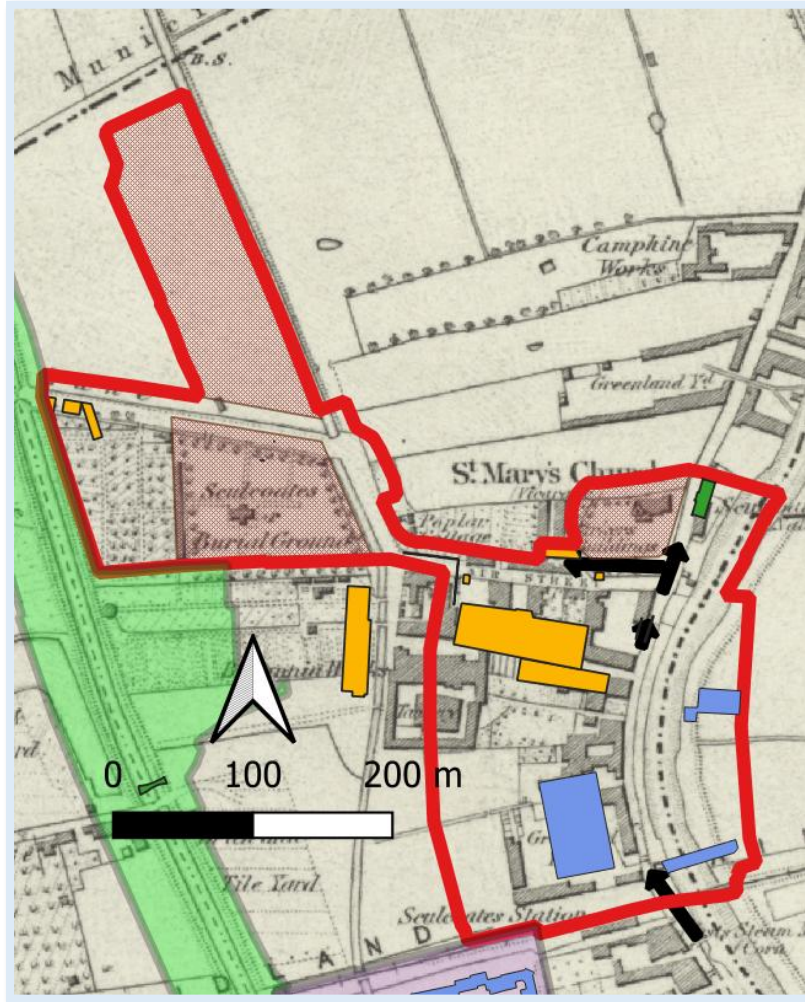
Item	Elements of Significance
St Mary's Parish Church	A parish church is first referenced in 1232, with a new church constructed in c.1759. It is likely that the present Churchyard dates to the early origins of the church. The tower of the church survived until the 1930s.
Enclosure	Enclosure of Sculcoates took place in the 17 <sup>th</sup> century and formed the historic field pattern associated with Sculcoates Parish.
18 <sup>th</sup> Century	During the 18 <sup>th</sup> century buildings were introduced along Sculcoates Lane, and it is likely that the layout of Air Street and Bankside were formed by this period.
1853 OS & 1867 Maps	The 1853 OS Map & Goodwill & Lawsons 1867 map both show a mixture of residential and industrial developments along Air Street, with the adjoining areas still being agricultural in character.
Holmes Hall Tannery <sup>20</sup>	In 1799 John Holmes formed founded a tannery, with saw the introduction of industrial development into Sculcoates.
Railways	The opening of the Victorian Dock Branch line in 1853 introduced new buildings, influenced the layout of the area.
Industrial & Residential Expansion	After 1875 and into the early 20 <sup>th</sup> century the area is rapidly industrialised, with working class housing introduced into the surrounding areas.
Regeneration	During the mid to late 20 <sup>th</sup> century all residential properties are demolished.



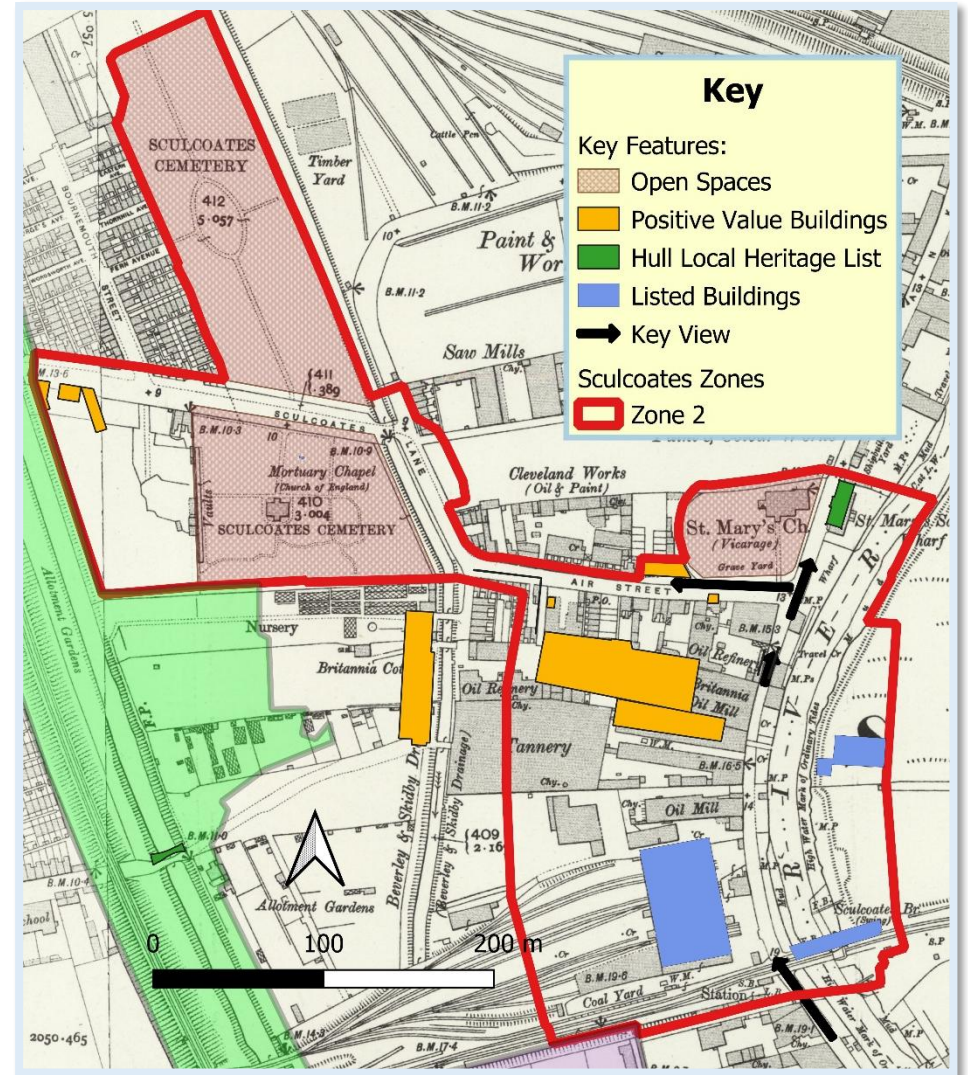
Figure 41 - 1853 Ordnance Survey - Town Plan.<sup>21</sup>

*n.b. See Appendix 7 for a Map Regressions of Zone 2.*

## 7.4. Phasing Maps



42 - 1850 OS Survey Overlay - Zone 2



43 - 1890 OS Survey Overlay - Zone 2

## 7.5. Layout & Landscape Features

The Layout of Zone 2 was created by a combination of multiple factors, of which many are of a result of planned interventions to manage the landscape of Sculcoates and to provide transport infrastructure into the then town of Hull. Each feature provides evidential values of how they impacted upon the surrounding landscape both of a result of their direct impact upon the layout of the area, but also how they facilitated the introduction of associated developments, such as new industries. Collectively the individual elements combine to identify the historic settlement pattern of Sculcoates.

Feature	Elements of Significance
<b>Sculcoates Parish Settlement</b>	<p><b>Road Layout</b> - It is evident that Sculcoates Lane, Air Street and Bankside pre-date 1800, and are shown on the Bingley, Teesdale &amp; Henry's 1828 Map of Yorkshire (see figure 43). The roads are narrow and curved, and likely followed historic field boundaries. They provide important evidential values of the historic settlement pattern of Sculcoates.</p> <p><b>Cemeteries</b> - The Cemeteries (see Open-Spaces below) of Sculcoates are associated with the Medieval and Victorian developments of Sculcoates.</p>
<b>Drains</b>	<p><b>The Beverley &amp; Barmston Drain</b> – The Drain forms a landscape barrier to the west of the Zone 2, which was constructed between 1798 and 1810. The east side of the Drain is associated with the 19<sup>th</sup> century industrial developments of Hull.</p> <p><b>The Beverley &amp; Skidby Drain</b> – The Drain historically separated the Holmes Hall Tannery site from open land to it east. Following the in-filling of the drain in the 1960s the area has now been given over to industrial hardstanding, and the alignment of the 18th century drain lost. The alignment of the drain is still visible within the area of hardstanding located to the east of the Sculcoates Cemetery, located to the southside of Sculcoates Lane.</p>
<b>Field Boundaries</b>	<p>The 1852/3 Ordnance Survey of Hull show that agricultural field boundaries were retained in the immediate setting of the Parish of Sculcoates. Many of these field boundaries were re-developed as industrial buildings and landscape during the 19<sup>th</sup> century.</p>
<b>Railways</b>	<p>The <b>Victoria Dock Branch Line</b>, which opened in 1853, and passes through Sculcoates on a west-east axis, subdividing the historic field boundaries. The station closed in 1968 and the line dismantled but is retained as a public right of way.</p> <p>Associated buildings and structures (see below) include the Former Sculcoates Goods Station, Wilmington Railway Bridge and retained footings of a bridge over the Beverley &amp; Barmston Drain.</p>

### River Hull

The **River Hull** is the heart of the origins of Hull in the Century and sustained its transport to being the vast industrial City of Hull in the late 19<sup>th</sup> century. The River provided the historic means of transporting goods in and out of the city, which allowed for the development of warehouse, silos and factories along both banks of the River Hull in the 19<sup>th</sup> century.

The Riverbanks were once densely populated with warehouse and silo buildings, of which only a small number survive. Surviving buildings provide evidential and aesthetic values of the once densely build industrial area of Sculcoates.

Elements of the construction of the Riverbanks, such as timber jetties and mooring posts, contribute towards the historic character of the area, and provide evidential values of the historic function of the River.



Figure 44 - 1828 Map of Sculcoates showing the alignment of Air Street Sculcoates Lane, Bankside and the Drains.<sup>22</sup>



Figure 45 - The Character of the River Hull, within Zone 2.

**7.6 Built Heritage Summary** – Although the settlement of Sculcoates dates back to the c.13<sup>th</sup> century, with buildings recorded within the area by 1800, the surviving-built environment of Zone 2 dates to the mid-19<sup>th</sup> to the early 20<sup>th</sup> centuries. Key elements of the built environment of Zone 2 which contribute towards the special interest of the conservation area include:

Item	Elements of Significance
1	Surviving buildings of heritage significance date between c.1850 and 1910.
2	Buildings are of an industrial character and vary in form and profile.
3	Buildings vary in heights from single to large in scale two story buildings, with larger in scale silo buildings.
4	Material use is predominantly red and brown brick. Historically slate roofing materials would have been used, but with several structures now featuring corrugated iron or steel, and other modern roofing materials.
5	The use of arched window headers, and historically mixed use of timber or metal multiple-light windows.
6	Roofs feature roof lights and glazed elements
7	Buildings also have historic value, being associated with local businessmen and former mayors of Hull.

**7.7 Lost Buildings** – Of note to the Conservation Area is that dwellings shown on the 1853 Ordnance Survey survived into the 1970s and beyond. The Golden Ball, Air Street, which was present by 1810 survived until 1996.<sup>16</sup>



Figure 46 - The historic alignment of the Beverley & Skidby Drain, Sculcoates Lane.



Figure 47 - Typical built environment along Wincolmllee.

## 7.8 Key Buildings & Structures (see also Appendices 5 & 6)

Key Buildings contribute highly towards the special interest of the conservation area. They contribute aesthetic or historic values and are the best of their types in the conservation area. A key building may also be a focal point within the conservation area. They can also hold national interest (be listed) or be of high local heritage significance (local listed).

Key Buildings within Zone 2 are buildings associated with the former parish of Sculcoates or the Parish Church of St Mary's, buildings associated with the introduction of railway infrastructure and surviving buildings of high architectural and historic value.

Building	Elements of Significance
<p><b>Former St Mary's National School, Bankside (Locally Listed)<sup>24</sup></b></p>	<ul style="list-style-type: none"> <li>• Built in 1852, it is one of Hull's oldest surviving school buildings.</li> <li>• It is an example of school constructed by the National Society for the Education of the Poor, which pre-dated statutory education under the provision of the 1870 education act.</li> <li>• It was later transferred to the Local Education Authority (established 1903) and closed in 1908.</li> <li>• It is a good example of mid-19<sup>th</sup> century red brick building, with architectural details applied in contrasting gault brick.</li> </ul>
<p><b>St Mary's Church, Sculcoates Lane (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• The building is a continuation of the presence of a Parish Church of St Mary's within Sculcoates Parish from the 13<sup>th</sup> century.</li> <li>• It was constructed between 1916-1920 to the designs of architect Temple Moore.</li> <li>• The Church served the population of Sculcoates, of which terraces survive to the northside of Sculcoates Lane.</li> <li>• The Church was constructed with elements of the 18<sup>th</sup> century Church of St Mary's.</li> <li>• The Church is constructed in red brick Victorian architectural style, with Decorated Gothic elements constructed in Stone.</li> <li>• The presence of mature tree and hedge boundaries help retain the early 20<sup>th</sup> century setting of the Church.</li> <li>• The setting of the Church is negatively impacted upon by the metal industrial fencing and industrial landscape to its east.</li> <li>• The Church forms a positive grouping with the adjoining Warehouse (see below).</li> </ul>
<p><b>Former Sculcoates Goods Station, Wincolmlee (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• The Goods Station replaced an earlier phase of 19<sup>th</sup> century industrial buildings called 'Greenland Yard'.</li> <li>• The building was constructed by the North-Eastern Railway as a Goods Shed in 1864, to the designs of Thomas Prosser. It was extended in 1871.</li> <li>• It was constructed to allow direct loading of railways wagons, under the cover of the warehouse.</li> <li>• It is the last surviving complete Railway Goods Shed within the City.</li> </ul>



	<ul style="list-style-type: none"> <li>• It retains a decorative brick boundary wall which contributes highly towards the Streetscene.</li> <li>• It is a prominent structure within the Conservation Area and forms a key grouping with the Wilmington Railway Bridge, B.E.C Silo. &amp; Holme's Tannery Buildings.</li> </ul>
<p><b>Wilmington Swing Bridge, Wincolmlee (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• A bridge is shown over the River Hull on the 1852/3 Ordnance Survey.</li> <li>• The current bridge was built in 1904 by the North-Eastern Railways.</li> <li>• The bridge is a good example of the technologies and infrastructure developed by the Railway Companies.</li> <li>• The bridge, and its cabin, are a focal point as one passes through the Conservation Area.</li> <li>• The bridge and Cabin form a good grouping with the B.E.C. Silo.</li> </ul>
<p><b>Former British Extracting Company Silo &amp; attached Receiving House, Foster Street (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• The section of the east bank of the River Hull which was developed by the British Extracting Company between the 1908/9 and 1926 Ordnance survey, on land noted as 'liable to flood'.</li> <li>• Many of the remaining historic buildings within the setting of the Conservation Area were demolished between 2005-2010, and the area given over to industrial hardstanding.</li> <li>• All that survives is the Grade II listed 1919 silo and extracting house, designed by Gelder &amp; Kitchen of Hull.</li> <li>• It is an important example of Riverside industrial buildings constructed during the 19<sup>th</sup> and early 20<sup>th</sup> centuries, and one of approximately three silo buildings remaining in the City.</li> <li>• The scale of the listed building means that it is a focal point throughout the Conservation Area.</li> </ul>



Figure 48 - The remaining Victorian & Edward elements of Sculcoates.



Figure 49 - Former St Mary's National School (Locally Listed).



Figure 51 - Former Sculcoates Station Goods Shed, Wincolmllee (Grade II).



Figure 50 - St Mary's Church, Sculcoates Lane (Grade II).



Figure 52 - Wilmington Railway Swing Bridge (Grade II).



Figure 53 - Former B.E.C. Silo & attached Receiving House, Foster Street (Grade II).



Figure 55 - 'Tan Pits' - Within the setting of the Conservation Area.



Figure 54 - Holmes Tannery 'Hide Warehouse', Wincolmlee.



Figure 56 - Retained facade of 'Tan Pits' on Air Street.

## 7.9 Positive Buildings & Structures

Positive buildings contribute highly towards the special interest of the conservation area and add historic and aesthetic values to the local area. They may form a part of a group of buildings or be an individual structure. They can also be modern buildings which contribute towards the special interest of the area or have good architectural value. A positive building may feature negative elements, which would otherwise identify them as key buildings.

Within Zone 2 positive buildings are associated with the industrial developments of Sculcoates during the 19<sup>th</sup> century. They differ from key buildings as they may not have survived intact or are in a poor state of condition. They do however provide key evidential forms of the former building types and industries which were once historically presented in Sculcoates.

Building	Elements of Significance
<p><b>Holmes Processing 'Tannery' Site, Wincolmlee.</b></p>	<p>John Holmes founded his Tannery in 1799, and the site is an early example of industrial development located within the suburbs of Hull. Only a small number of historic buildings on the site are now retained, as a result of WW2 bomb damage and post-war regeneration. Where historic buildings are retained, as follows (also see image 56), they are heritage value, by demonstrating the historic function and layout of the tannery site.</p> <ol style="list-style-type: none"> <li data-bbox="504 724 2049 948"><b>1. 'Hide Warehouse'</b> – The 1853 Town Plan OS Map shows a warehouse on the site. It is likely that the present warehouse was constructed between 1867 and 1888/9. Goads Insurance maps<sup>25</sup> identifies that building as a 'Hide Warehouse'. The building is a prominent building with the Conservation Area, and a good example of a 19<sup>th</sup> century brick warehouse. At time of survey the condition of the building is fair and in need of restoration. Within the same period the Tannery was largely expended with fragments of buildings surviving on the site.</li> <li data-bbox="504 959 2049 1102"><b>2. 'Tan Pits'</b> - Within the setting of the Conservation Area, to west of the former alignment of the Beverley &amp; Skidby Drain, is the surviving 'Tan Pits' building of the Tannery. The building was constructed between 1908/9 and 1926. The building contributes towards the historic development and understanding of the function of the Tannery. At time of writing the building is in a poor condition.</li> <li data-bbox="504 1114 2049 1225"><b>3. 'Tan Pits' (Air Street)</b> – A Brick façade of a 'tan pits' building is retained on Air Street. These date between the 1908/9 Ordnance Survey and a 1921 Aerial Photo of the area. The building retains arched headed window openings.</li> <li data-bbox="504 1236 2049 1300"><b>4. 'Transformer House'</b> – Single story brick building, which appears between the 1908/9 and 1926 OS surveys. A further example of the functional form of buildings retained within the tannery site.</li> <li data-bbox="504 1311 2049 1347"><b>5. c.1920s Buildings</b> – Un-named building shown on the Goads Insurance map.</li> </ol>

<p><b>Britannia Works Site, Air Street (south)</b></p>	<p>The Britannia Works are shown the 1853 OS Town Plan of Hull. At the time several warehouses had been constructed, with a mixture use of carpet and rug manufacturing and oil processing. Only fragments of the formers works survive, which provide evidential values of the form functional layout of the site and contribute towards the 19<sup>th</sup> century character of the area.</p> <p><b>6. Cask Store</b> - Façade of a pre-1890 building, located on Wincolmlee, which functioned as a ‘cask store’. The façade includes the retention of timber windows, with arched brick headers.</p> <p><b>7. ‘Mess’</b> - Located on Air Street, is an early 20<sup>th</sup> century building, potentially identified as a ‘mess’, on the Goads insurance map.</p> <p><b>Air Street</b> - Shells of buildings are retained to the south of Air Street, which were constructed between 1908/9 and 1926.</p>
<p><b>J. L. Seaton &amp; Co. Ltd</b></p>	<p>John L Seaton &amp; Co Ltd was established in 1840 by Mr John Love Seaton, one time Mayor of Kingston upon Hull. The company’s original business included the production of colza oil, now known as rapeseed oil. The Company was purchased by Croda in 1970.<sup>26</sup></p> <p><b>Laboratory &amp; Office, Air Street (North)</b> – The building was constructed between the 1908/9 and 1926 Ordnances Survey Maps. The Goads Map identifies that the building was a Laboratory and Office. The red brick building contributes towards the historic industrial character of the area. Architectural value is found in the arched window and entrance headers, with key stone, window aprons, and the over-hanging roof profile.</p> <p><b>8. Warehouse, Wincolmlee (east)</b> - Retention of late 19<sup>th</sup> century ground floor section of the façade of the former J.L.Seaton &amp; Co. works. The façade formed a part of a warehouse for Oil Barrells, and retains brick window arches, with metal framed multiple light windows.</p>
<p><b>Former Paint &amp; Co. Works Factory, Sculcoates Lane</b></p>	<p>The warehouse was constructed between the 1908/9 and 1926 OS Maps. It is built in brick, over two stories, with architectural details provided in brick. It is a good example of a surviving example of a red brick warehouse, which was once a common feature within the mixed residential and industrial suburbs of Hull.</p>
<p><b>Sculcoates Lane (south) Industrial Buildings</b></p>	<p>Grouping of brick industrial buildings developments between c.1908/9 and 1926 on the former location of St Helena Gardens. The red brick buildings contribute towards the industrial and red brick aesthetic of the conservation area and include elements of historic ground surfaces. Elements of their early 20<sup>th</sup> century design include flood roof elements, oriel windows and larger in scale square profile windows.</p>
<p><b>Beverley &amp; Skidby Drain Parapet Wall</b></p>	<p>A c.late 19<sup>th</sup> century brick parapet wall located over a road culvert over the Beverley &amp; Skidby Drain is retained on Sculcoates Road. It is an important reminder of the former alignment of the Georgian landscape drain.</p>

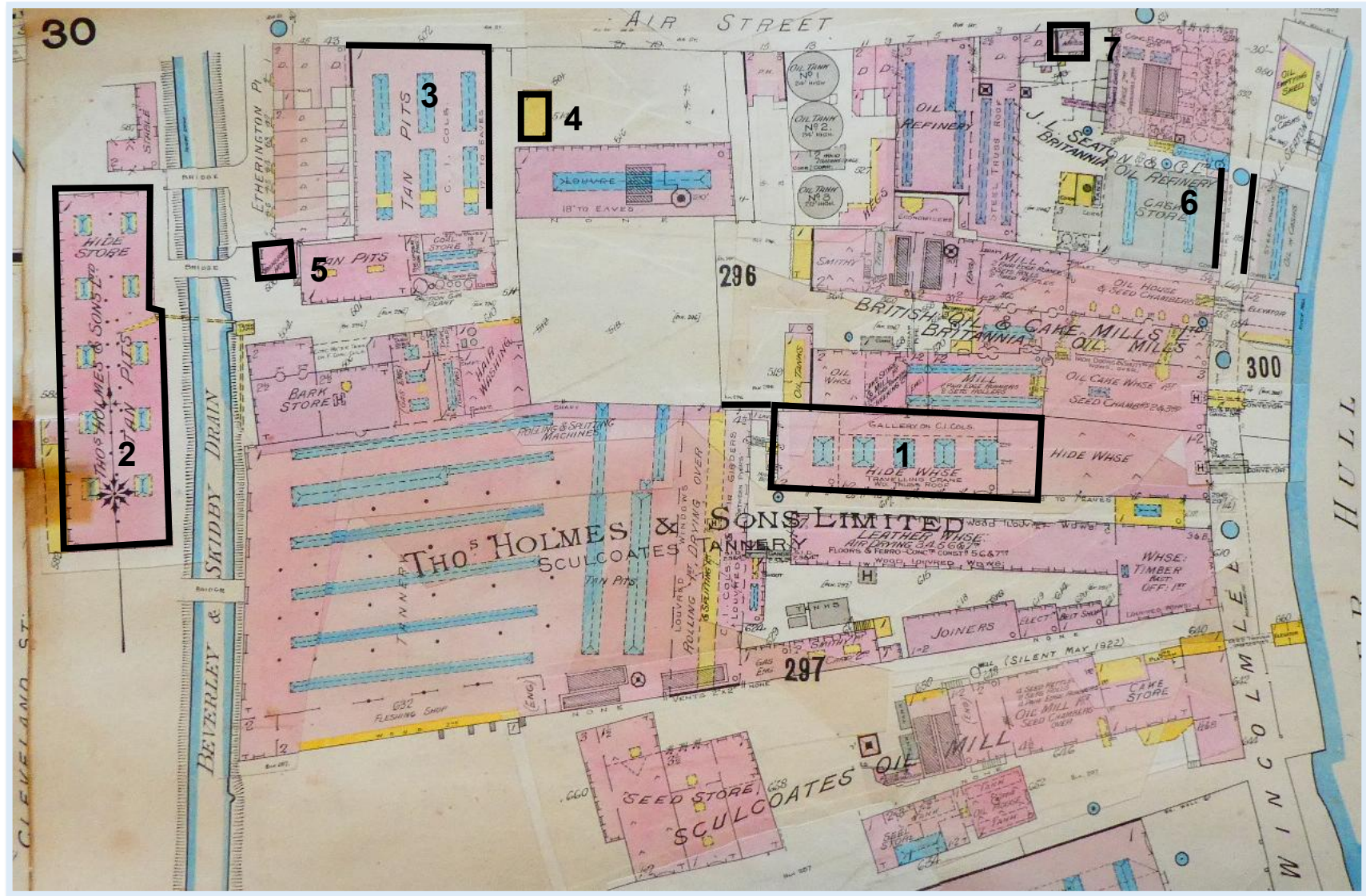


Figure 57 - Early 20th Century Goods Insurance Map, identifying the retention of buildings within Zone 2.



Figure 58 - c.1920s Tannery Building, Air Street.



Figure 60 - Former Brittainia Works Cask Store.



Figure 59 - Former Tannery Transformer House.



Figure 61 - Fragments of Tannery Buildings, Air Street.



Figure 62 - 'J. L. Seaton & Co. Ltd' - Laboratory & Office, and historic road surface, Air Street.



Figure 64 - Former Paint Warehouse, Sculcoates Lane, with backdrop of Church Yard.



Figure 63 - Former J. L. Seaton & Co. Ltd Warehouse, Wincolmlee.



Figure 65 - 1920s Industrial Buildings, Sculcoates Lane.



**7.10 Negative Buildings** – Are buildings which do not contribute towards the special interest of the conservation areas and are identified as being harmful to its character and appearance. A building may also be identified as being negative where it is in a state of condition whereby, it is detrimental to the historic amenity of the area.

The boundary of Zone 2 includes several post-1950 industrial buildings. Where these use modern building materials and do not respond to the historic character or scale of surroundings buildings they do not contribute towards the special interest of the Conservation Area.



*Figure 66 - The modern buildings along Air Street are not of Special Interest.*

**7.11 Boundaries** – Boundary treatments are a strong feature of the character of the Conservation Area. These help to mark historic boundaries of industrial sites and Sculcoates Cemeteries (see 7.14 Open Spaces). Some elements of the boundaries were purposely constructed, such as the boundary wall to the former Sculcoates Goods Station, and some are formed by the retention of the facades of partially demolished buildings.

The predominant appearance of boundary treatments is of brick walls and the façades of buildings, which also retain traces of windows. These boundary treatments help demonstrate the historic layout of the area and contribute towards demonstrating the remaining 19<sup>th</sup> and early 20<sup>th</sup> century historic character Sculcoates.



*Figure 67 - The historic boundary of the Sculcoates Goods Station (Grade II, curtilage).*

Boundary treatments, along with edge of pavement buildings, also add a sense of enclosure, which is created along Wincolmllee, when approaching Bankside, and along Air Street. This sense of enclosure and narrow street arrangement is reminiscent of the late 19<sup>th</sup> and early 20<sup>th</sup> century character of Sculcoates.

A negative element of the Conservation Area includes the prominent use of metal security fencing, which is not in keeping with the brick aesthetic character of Zone 2.



Figure 69 - Sense of enclosure along Sculcoates Lane.



Figure 68 - Enclosure formed by historic buildings facades along Wincolmllee.



Figure 70 - The historic layout of Air Street.

**7.12 Historic Paving** – Whilst much of the public realm of Zone 2 is of modern construction elements of historic paving are retained throughout the area. These largely consist of stone setts, which provided a durable surface for industrial activity. Along with contributing towards the 19<sup>th</sup> and early 20<sup>th</sup> aesthetics of the area they also identify the location of former industrial yards and access points. Examples include:

- The front facing courtyard of the former Sculcoates Goods Station retains a large expanse of historic setts.
- Retention of an access road to Holmes Hall Tannery, with setts and drainage channel, off Wincolmllee.
- Retention of section of setts and stone wheel tracks to east of the former Triumph Works.
- Retention of access to the former Paint Warehouse, Sculocates Lane.



*Figure 72 - Setts at the former Paint Warehouse, Sculcoates Lane.*



*Figure 71 - Historic ground surface, forming the access to Holmes Tannery Site.*



*Figure 73 - Setts at the former Sculcoates Station Goods Shed.*

## 7.14 Open Spaces

The open spaces of the Conservation Area consist of four cemeteries, which were developed within the Sculcoates Parish. Their retention contributes towards demonstrating the historic layout of the area and contribute highly towards the special interest of the Conservation Area. Each cemetery has a strong sense of the natural environment and sense of enclosure, and which provides seclusion from the surrounding industrial developments. At time of survey the condition of the cemeteries was poor, with the areas now overgrown, which limits public access. Each of the cemeteries retain high numbers of 19<sup>th</sup> century headstones, which contribute to the historic values of the area, and provide aesthetic values of Victorian stone carving.

Location	Significance
<b>St Mary's Churchyard (Air Street)</b>	The present churchyard likely represents the historic layout of the medieval church yard and is therefore of high historic value. The area holds high archaeological potential due to the potential medieval origins of the church, with elements of the 18 <sup>th</sup> century church tower being retained, until the early 20 <sup>th</sup> century. The Churchyard was retained in use until 1855 <sup>27</sup> . The cemetery retains a low in height red brick boundary wall, with gate piers. The date of the wall is c.mid-19 <sup>th</sup> century and contributes towards the 19 <sup>th</sup> century aesthetic values of the area.
<b>Sculcoates Sacristy Cemetery (south of Sculcoates lane)</b>	Sculcoates Sacristy Cemetery, located on the south side of Sculcoates Lane, opened in 1818 <sup>28</sup> . Prior to its construction, the area formed part of an open field. It is an example of an early 19 <sup>th</sup> century landscaped Parish Cemetery. The cemetery was constructed with a mortuary chapel, which allowed burial services (which gave the cemetery the name 'Sacristy'). The chapel was destroyed during WW2 ( <i>ibid</i> ), which provides archaeological potential with the cemetery. The cemetery holds historical values with the association to local soldiers who served during the 18 <sup>th</sup> century wars - Headstone To William Newmarch & Headstone To William Young (both Grade II – see Appendix 4). The cemetery retains a brick wall, which dates to the c.19 <sup>th</sup> century, which contributes towards the aesthetic character of the area.
<b>Sculcoates Lane North Cemetery</b>	The cemetery was consecrated for burials on 5th February 1868 <sup>29</sup> and was the third burial ground for the Sculcoates Parish. It was constructed within part of the field boundary located between the Beverley & Barmston and Beverley & Skidby Drains. The cemetery was laid out with a cruciform plan, with central oval section; historically the different sections of a cemetery were designated for different forms of burial, i.e. Church of England or non-Conformist. A part of Sculcoates Lane was set aside for use by the Sculcoates Union Workhouse and a few memorial stones from workhouse burials are still present ( <i>ibid</i> ). The cemetery also, retains a c.19 <sup>th</sup> century brick boundary wall, but with re-instated railings, as would have been prominent during this period.
<b>St Mary's Church Yard</b>	The Church Yard demonstrates a typical form of early 20 <sup>th</sup> century Churchyard formed by grassed surfaces, hedge boundaries and tree planting. The area provides a positive element of natural environment within an area of predominantly characterised by the building and industrial environment.



Figure 74 - St Mary's Church Yard Gate Pillars.



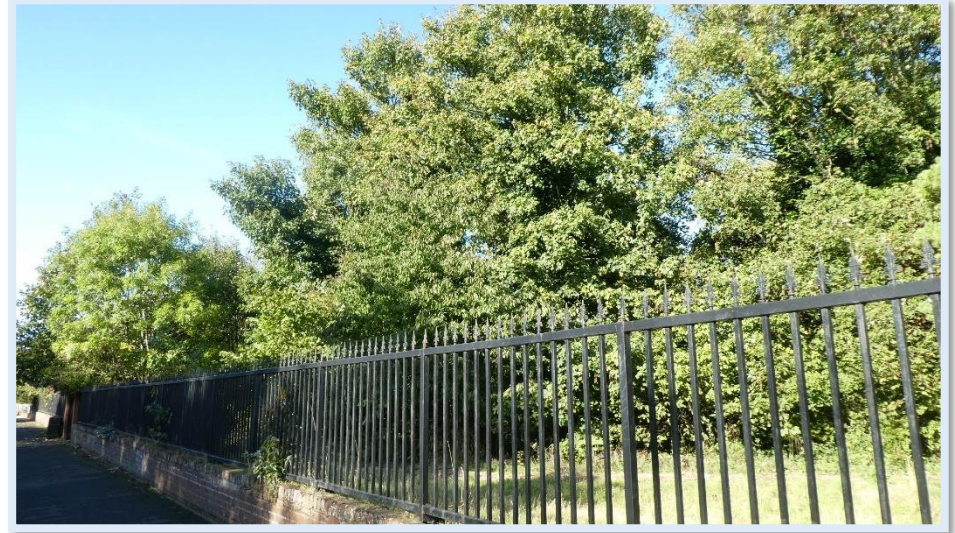
Figure 75 - St Mary's Parish Church Graveyard.



Figure 76 - 1790 Dated Headstone of Sarah Lawrence, St Mary's Churchyard.



*Figure 77 - Vista along Sculcoates Lane of the green environment created by its Cemeteries.*



*Figure 79 - Sculcoates Lane North Cemetery.*



*Figure 78 - Sculcoates Sacristy Cemetery.*



*Figure 80 - Victorian Headstones in Sculcoates Lane North Cemetery.*

**7.15 Lost open spaces** – To the west of Sculcoates Cemetery was historically located St Helena Gardens. The Gardens were laid out between 1875 (Peck's map) and the 1890 Town Plan OS survey. Historic maps show formally laid out gardens, with demonstrate the conversion of the area from being an agricultural landscape to a suburb of Hull. By 1926 the area had been given over to industrial development, which demonstrates the rapid industrialisation of Hull during the late 19th and early 20th centuries.

**7.16 Natural Environment** – Zone 2 predominantly has an industrial character. However, strong elements of natural environment are retained within the tree planting of the Sculcoates cemeteries. These areas of green environment again contribute towards demonstrating that the area forms the historic parish of Sculcoates. Each of the cemeteries retain tree species which are historic and align with tree planting shown on the 1889/9 OS Maps, such as along the boundaries of the cemeteries and along the pathways. Other trees are self-seeded and remove the former open spaces and 'garden aesthetic' of the cemeteries. Both a historic and current feature is that tree planting towards creating a sense of enclosure and seclusion within the cemeteries, which was a part of the landscape movement of creating 'garden cemeteries'.

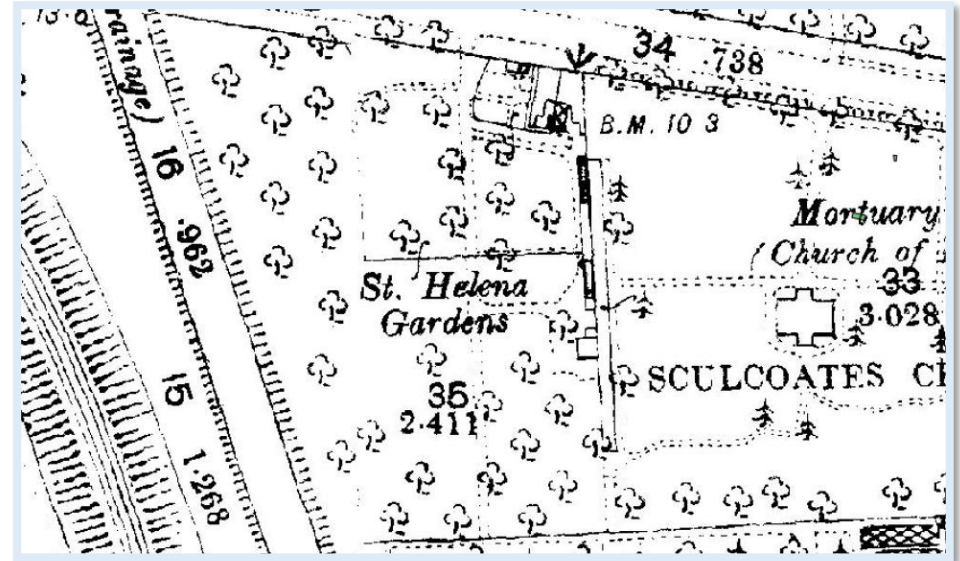


Figure 81 - St Helana Gardens, now the location of industrial buildings. 1890 OS Map (HCC).



Figure 82 - Trees within the industrial environment of Air Street.

**7.17 Kew Views & Vistas** – Within the Conservation Area there are no planned key views. Elements of the special interest however create important views & vistas which demonstrate the historic characteristic of the Conservation Area. Views and vista which contribute towards the character of the area does however include:

Item	Elements of Significance
1	<b>Sculcoates Parish</b> - The character of enclosure formed by building, boundary walls and the trees of St Mary's church Yard along the junction of Air Street, Bankside and Wincolmlee create channelled views, which demonstrate the historic character of Sculcoates.
2	<b>'Green Corridors'</b> – The presence of the Cemeteries and their tree planting create areas of green vistas within the streetscene, which contributes towards Sculcoates being a form a historic village.
2	<b>Wincolmlee</b> - Upon entry to the Conservation Area from the south along Wincolmlee one is presented with a strong grouping of 19 <sup>th</sup> century buildings – Wilmington Railway Bridge, Sculcoates Railway Goods Shed, B.E.C. silo and the Holme Hall Tannery. The grouping of buildings strongly demonstrates the 19 <sup>th</sup> century character of the area. Within the view the railway bridge and silo have particular prominence.
3	The former <b>B.E.C. Silo</b> is a focal point through the Conservation Area. It is prominent in views across the River Hull as one travels along Wincolmlee, within the Holmes Hall Tannery Site, and from the Beverley & Barmston Drain.



Figure 83 - The historic environment of St Mary's Church Yard & National School.



Figure 84 - The prominence of the B.E.C. Silo viewed from the Holmes Hall Tannery.





*Figure 85 - The Vista of historic buildings upon entry to Sculcoates Conservation Area.*

**7.18 Negative Elements** – In addition to the above identified negative buildings, Zone 2 also contain further elements which either do not contribute towards the special interest of the Conservation Area or negatively impact upon elements of its special interest.

Item	Negative Element
1	<b>Negative Boundaries</b> - The prominent use of metal security fencing is not in keeping with the brick boundaries and 19 <sup>th</sup> century aesthetic character of the area.
2	<b>Building condition</b> - The condition of buildings, including the National School and Holmes Hall Tannery Buildings, harms the character of the area. The condition of buildings makes the area to appear semi-derelict.
3	<b>Vacant Land</b> – Derelict sites, such as the car show room on Sculcoates, Lane do not contribute towards the special interest of the area.
4	<b>Setting</b> - The setting of the conservation area at time of designation was inherently poor. Areas of modern industrial development and housing means that the historic setting of Zone 2 has been lost. Particular areas of negative impact include the Caravan Park to the west of the former Sculcoates Goods Station and the introduction of a modern housing estate to the north of Sculcoates lane.
5	<b>Graffiti</b> – The area has developed as a Graffiti Zone. This negatively impacts upon the brick aesthetic appearance of Zone 2 and contributes towards creating a derelict character to the area.



Figure 86 - Use of security fencing is not in keeping with the boundary wall of the Grade II former Sculcoates Goods Shed.



Figure 87 - Whilst an individual characteristic, graffiti detracts from the historic character of the area.

## 8. Character Zone 3 – Northumberland Avenue

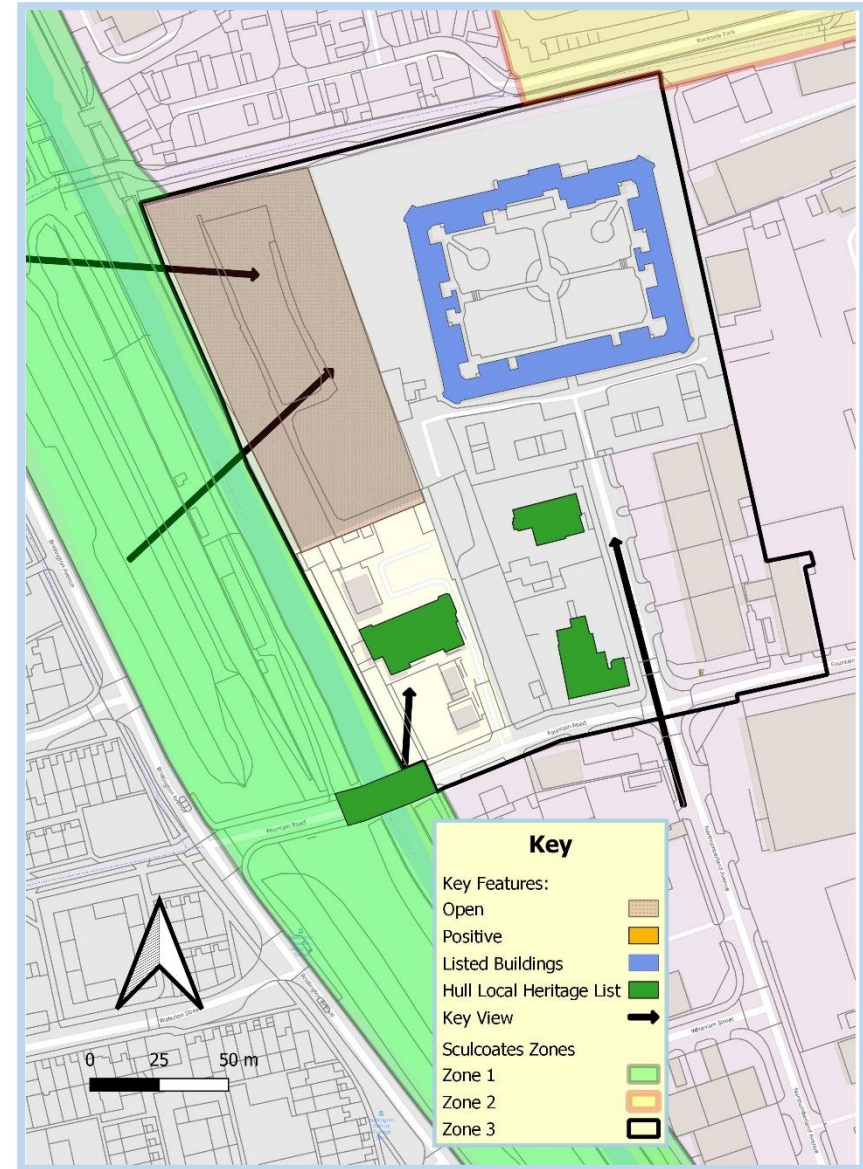


*Figure 88 - The interior courtyard and former Chapel of Northumberland Court*

**8.1 Special Interest** – The special interest of Zones 3 is formed by the following elements:

Item	Elements of Significance
1	Northumberland Avenue is a late 19 <sup>th</sup> century development of Hull which represents surviving elements of Educational and healthcare provision.
2	The buildings provide evidential values of the former residential character of the Parish of Sculcoates.
3	The layout is influenced by historic field boundaries and retains a surviving element of open space associated with the post-enclosure agricultural landscape of Sculcoates.

**8.2. Character** - Northumberland Avenue predominantly has a built environment formed by late 19<sup>th</sup> and early 20<sup>th</sup> century buildings, mixed in with later developments. Once a residential area, the setting of the Conservation Area is now formed by post-1970s industrial buildings. However, upon entry to Zone 3 over the Beverley & Barmston Drain one is presented with the Edwardian Fountain Road School to its north. Moving into Northumberland Avenue, its west side is formed by the late 19<sup>th</sup> century developments of Northumberland School, and to its north is Northumberland Court. The east-side of Northumberland Avenue consists of post-1970s industrial units, which are not part of the special interest of the area. To the north-west of Zone 3 an area of open landscape is retained, which is visible from Zone 1, and is of significant heritage value, as noted below.



89 - Zone 3 Map

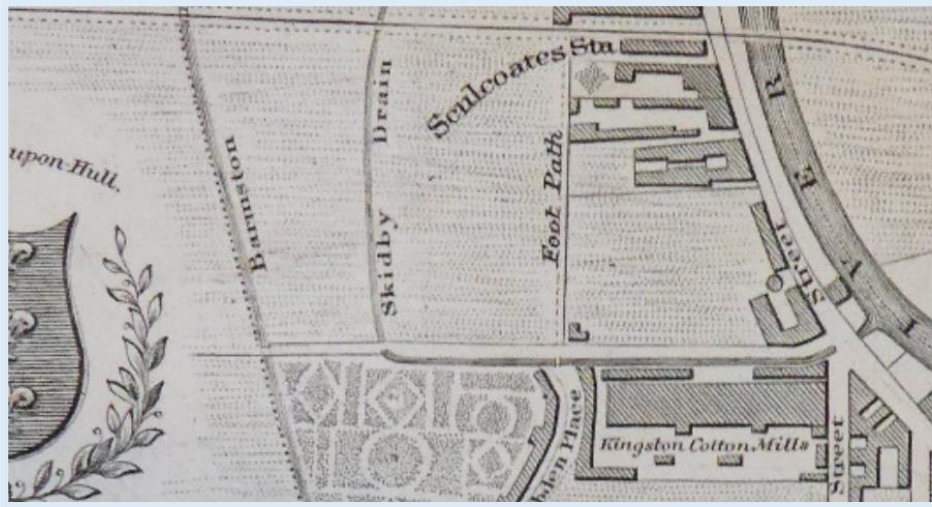


Figure 90 - Goodwill & Lawson 1867 – no changes following 1852-3 OS Survey.<sup>30</sup>



Figure 92 - 1888-90 6" OS Survey.<sup>32</sup>

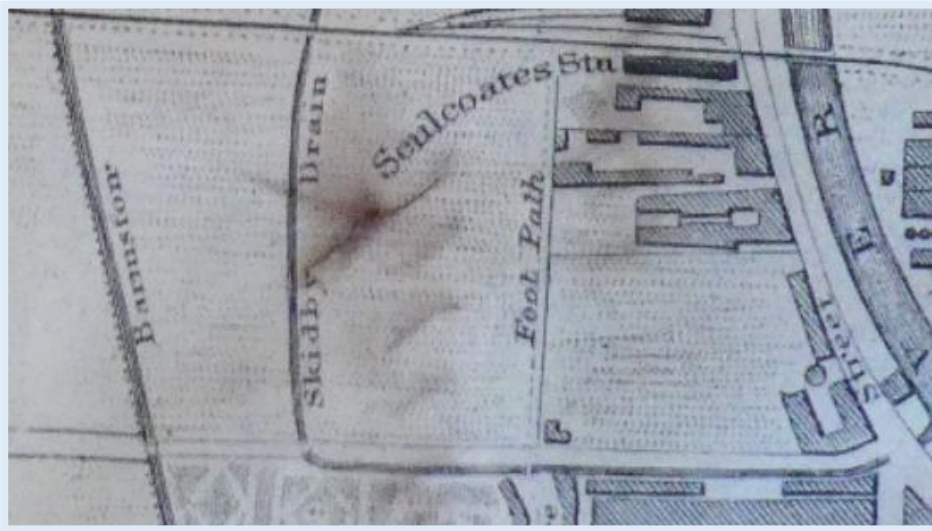


Figure 91 - Peck & Son Map 1875.<sup>31</sup>

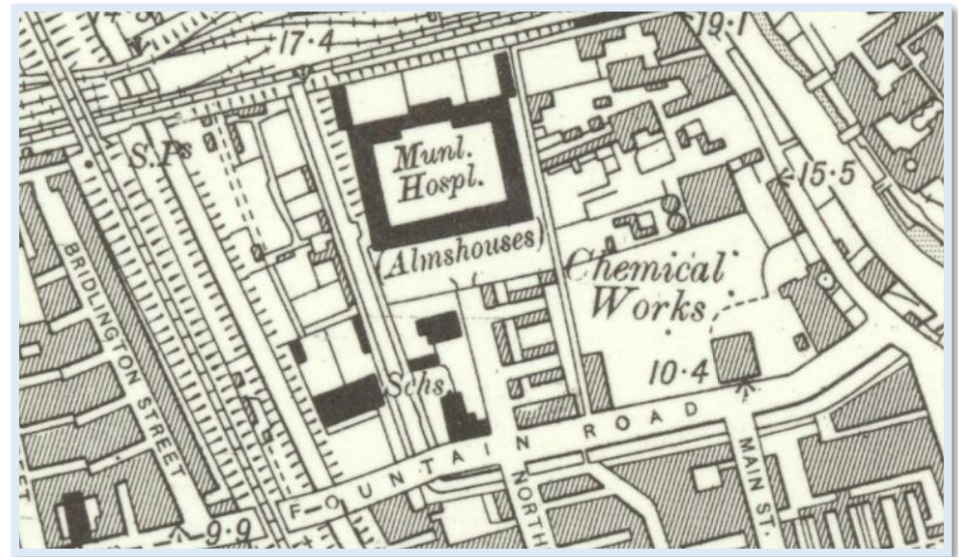


Figure 93 - 1908-9 6" OS Survey.<sup>33</sup>

**8.3 History & Development** – At the start of the 19<sup>th</sup> Century the area was consisted of an agricultural landscape, consisting of enclosed fields, which were created during the late 17<sup>th</sup> century. The fields were divided in the late 18<sup>th</sup> century by the Beverley & Skidby Drain (BSD), which formed a barrier within the landscape.

Industrial development was first introduced to the south of what is now Fountain Road, between c.1820 and 1850, with the construction of the Kingston Cotton Mill. Industrial development had also been introduced to the east of Zone 3, along Wincolmlee by this period. By 1867 Zone 3 still consisted of two open fields either side of the BSD, in an area bordered by the alignment of the Victorian Branch Line to the North, Beverley & Barmston Drain to the West, a field boundary to the east, and 'Eggington Lane' to the south.

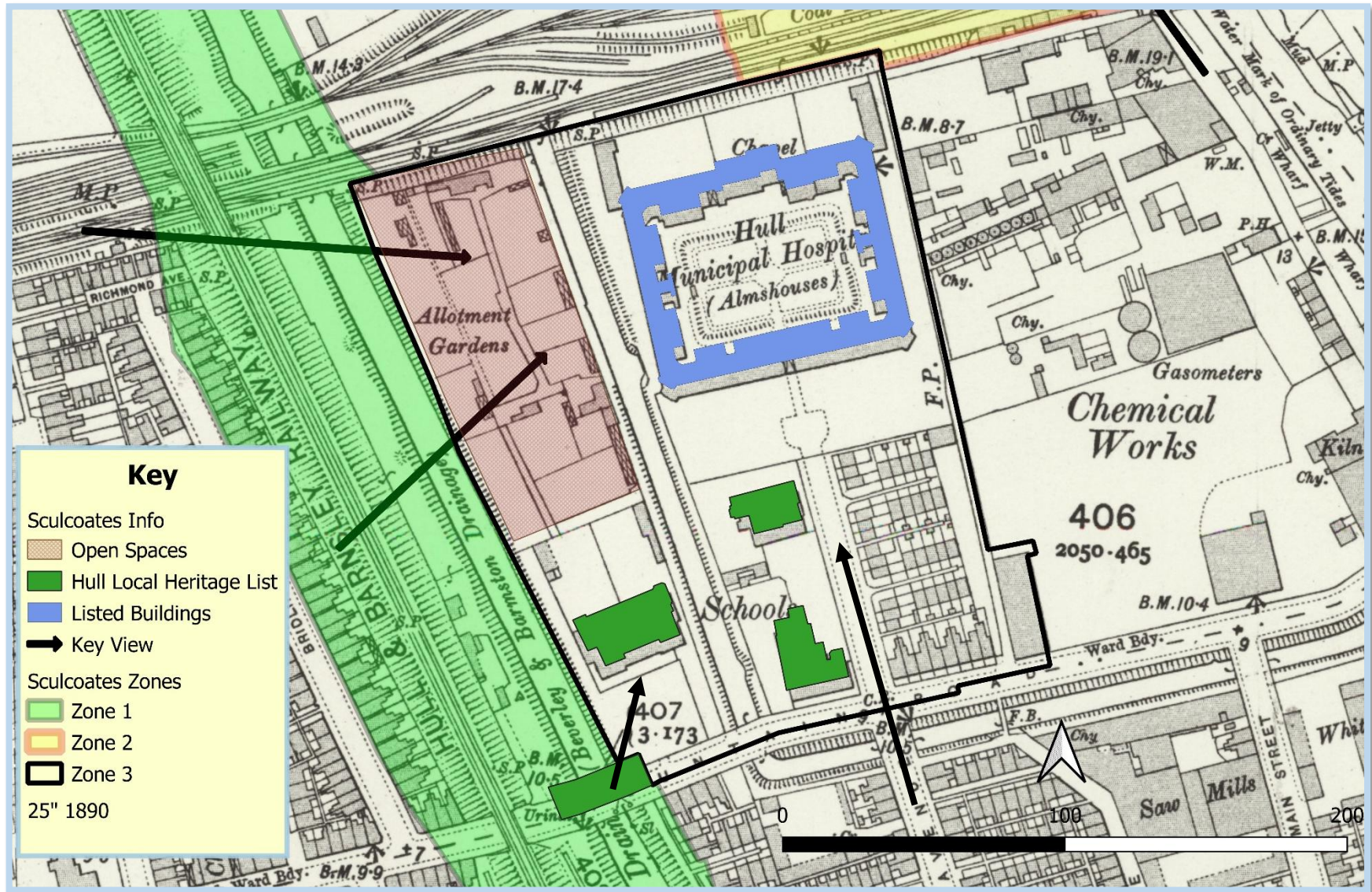
By 1875 Eggington Lane had been re-named Fountain Road and residential development had been introduced to the east of the Beverley & Barmston Drain and as far north as Barmston Street. Zone 3 and the land to its south still remained largely agricultural in character.

Following 1875 the character of Zone 3 and its setting changed significantly. To the south of Zone 3, in the area between Wincolmlee and the Beverley & Barmston Drain, and between the prior and Beverley Road become areas of densely populated working-class housing. With the area becoming more residential in use a Municipal Hospital (Almshouses) was constructed in

1884-87, during which time Northumberland Avenue was laid out. Educational facilities followed with the construction of a Board School in 1897 and Local Education Authority School in 1903. Between c.1890 and 1908 terraced and court housing was constructed to the east side of Northumberland Avenue.

This late Victorian and Edwardian character remained until the 1960s, having survived the blitz on Hull in WW2. In the 1960s the BSD was in-filled and removed as a landscape feature. In 1969 the Council granted outline permission for the erection of 4 residential blocks within the grounds of Northumberland Court. During the period the setting of the Conservation Area changed with largescale slum clearances of the terraced housing. They were replaced with industrial developments off Wincolmlee, and new housing to the east of Beverley Road. By 1979 the Court Housing to the west of Northumberland Avenue had been demolished, and plans for their replacement with industrial units approved by the City Council.

Between the 1980s and time of designation no further changes took place within the Zone 3. Since time of designation changes includes the closure of the allotments with the area open space to the north-west of Zone 3.



94 - Zone 3 - 1890 Os Survey Overlay

**8.4 Layout** – The layout of the Zone 3 (see above) is of significance as the historic field boundaries are still legible, with an element of pre-1800 field system, consisting of two fields, being retained:

Item	Elements of Significance
1	The field located between the Beverley & Barmston and Beverley and Skidby Drain, was split into two. The southern section was re-developed as a school, with the northern section being retained as open field.
2	The Beverley & Skidby Drain although in filled is still legible as a landscape feature.
3	The field between the Beverley & Skidby Drain and adjoining field was sub-divided into separate elements: <ul style="list-style-type: none"> <li>a. Northern section developed as Northumberland Court.</li> <li>b. Northumberland Court was introduced into the centre of plot, with court housing introduced to its east side, and Northumberland School to its west side.</li> </ul>

The retention of the historic field system layout contributes evidential values to the area and allows the historic form of the Sculocates Parish field boundary system and subsequent forms of drainage to be appreciated.



Figure 95 - The alignment of the in-fill Beverley & Skidby Drain, between Fountain Road & Northumberland Avenue Schools.



Figure 96 - Former allotments, now scrubland, to the west of Northumberland Avenue.



**8.5 Open Spaces** – Within Zone 3 one area of open landscape is retained, to the north of the Fountain Road School and west of Northumberland Court. The area of land is a remnant of the post-enclosure agricultural landscape of Hull and has high evidential values as being the last remaining undeveloped piece of agricultural landscape within the former parish of Sculcoates. By 1890 the former field had been laid out as allotments, with the area being in this function until c.2020. In combination with the retention of the Beverley & Barmston Drain the open field provides evidence of how the rural landscape of Hull would have been laid out before industrialisation. As noted below the open space contributes highly to the setting of Northumberland Court. At time of writing the character of the open space is however poor, being allowed to become overgrown. This does not however diminish the heritage values of the land.

Additional areas of open space within the Zone 3 are associated with the grounds of Northumberland Court and school buildings. Northumberland Court is laid out around an open courtyard, which are developed gardens. The creation of gardens provided a relief to the densely populated working-class terraces and demonstrate the provision of open-air treatments associated with Victorian medicine. Each of the two school buildings were provided with playgrounds, which again provided areas of recreation, which were associated with Victorian educational beliefs of health and wellbeing.



*Figure 97 - Views from the B&D Drain over open land towards Northumberland Court.*



*Figure 98 - The Courtyard of Northumberland Court.*

**8.6 Built Environment** – The elements of the built environment of Zone 3, which contribute towards the Conservation Area’s special interest are based upon the provision of educational and healthcare services:

- The 1870 Education Act resulted in the creation of the Hull School Board, which constructed ‘Board Schools’. Between 1870 and 1902 the Board constructed 37 Schools, of which 15 survive, along with several examples of Headmasters’ houses.
- Following the passing of the 1902 Education Act Hull City Council took on responsibility of the construction of Schools.
- Prior to the passing of the 1948 National Health Service Act health provision was provided by a combination of private insurance companies, charitable trusts, and local Unions.



Figure 99 - The red brick character of the former Northumberland School (Local Listed).

Within Zone 3 this has resulted in the construction of two schools and one hospital buildings with the following characteristics:

### 8.7 Zone 3 Building Characteristics

#### Local Board & City Architect Designed Schools:

- Built in red brick with slate roofs.
- Use of stone for architectural decoration.
- Buildings which vary in scale from single story to high two stories.
- Large in scale timber windows.
- Varied roof pitches.

#### Hospital Buildings:

- Constructed in the Tudor-Bethan style of Architecture.
- Red Brick Construction, with historically clay tile roof, with use of faux timber panelling.
- Tall two-story scale, with central belfry.
- Use of timber casement windows.
- Prominent use of chimneys.

#### Boundary Walls:

- Brick boundary walls within the Conservation Area are a prominent feature. They were constructed to enclose the grounds of the school and hospital buildings.

## 8.8 Key Buildings (see also Appendices 5 & 6)

Key Buildings contribute highly towards the special interest of the conservation area. They contribute aesthetic or historic values and are the best of their types in the conservation area. A key building may also be a focal point within the conservation area. They can also hold national interest (be listed) or be of high local heritage significance (local listed).

Within Zone 3 key buildings consist of the remaining hospital and educational public buildings constructed between 1884 and 1904, associated with the Victorian residential developments of Sculcoates.

<p><b>Northumberland Court, Northumberland Avenue (Almshouses) (Grade II)</b></p>	<ul style="list-style-type: none"> <li>• Designed by prominent Yorkshire based architects Smith &amp; Broderick and built between 1884-7.</li> <li>• It was founded by Hull Municipal Charities, who were an amalgamation of four historic Hull Charities.</li> <li>• It was designed to provide 101 bedsits, for residents of Hull who met the criteria of the Trust.</li> <li>• It was constructed with a Chapel, with attendance at daily churches being a requirement of residence within Almshouses.</li> <li>• Within the context of Hull, it is an example of several similar Almshouses, such as the Charterhouse, founded by Charitable Trusts.</li> </ul>
<p><b>Former Northumberland School &amp; School House, Northumberland Avenue (Locally Listed)</b></p>	<ul style="list-style-type: none"> <li>• Designed in 1897 by John Bilson, Hull based architect, who constructed several of Hull's Secondary Schools.</li> <li>• It is one of 15 surviving, out of 37, Schools constructed by the Hull Board.</li> <li>• A single story detached building was constructed in 1904.</li> <li>• The buildings retain their original large in scale timber windows, associated with board school architecture.</li> <li>• Closed in 1942, the school was used for various educational uses and now the home of Hull Council's Historic Environment Record and Archaeological Unit.</li> </ul>
<p><b>Fountain House School, Fountain Road (Locally Listed)</b></p>	<ul style="list-style-type: none"> <li>• The school was the first to be designed by the City Council, following the disbandment of the Hull School Board.</li> <li>• It was designed by the City Architect Joseph H. Hirst, in 1904, who designed many of Hull's early 20<sup>th</sup> century schools and public buildings.</li> </ul>



Figure 100 - The principal facade of Northumberland Court (Grade II).



Figure 102 - Fountain Road School (Local Listed).



Figure 101 - The 1904 extension to Northumberland School (Local Listed)



Figure 103 - The brick boundary walls to Northumberland Court.

**8.9 Negative Buildings** – The boundary of the Conservation Area retains several buildings which do not contribute towards its special interest, including:

Building	Character
1-16 Northumberland	The construction of the four residential blocks impacted upon the prominence and views towards Northumberland Court, as one approaches the listed building from Northumberland Avenue. Their style of architecture does not respond to that of the Almshouses.
Northumberland Avenue Industrial Units	The units are not in keeping with the late 19 <sup>th</sup> and early 20 <sup>th</sup> century character of the Conservation Area.
Fountain House School Portakabin	The Portakabin with the grounds of the School, impacts upon views towards the building from Fountain Road and is not in keeping with character of the historic built environment.
Garage at Northumberland School	The metal garage within the grounds of the former School is not in keeping with the character of the surrounding red brick buildings.



Figure 104 - 1970s developments in the foreground of Northumberland Court.



Figure 105 – The negative impact of 1970s development to the east of Northumberland Avenue.

**8.10 Key Views –** Views of significance within and to Zone 3 include:

Item	Elements of Significance
1	<b>Northumberland Avenue</b> - Views along Northumberland Avenue when the three key buildings can be appreciated without the backdrop of modern buildings is of high heritage value.
2	<b>Fountain Road Bridge</b> - From the bridge views are obtainable towards Fountain House School, where in its historic context of being located alongside the Beverley & Barmston Drain, with a backdrop of open space, is still obtainable.
3	<b>Beverley &amp; Barmston Drain</b> - A key view towards Northumberland Court is obtainable from the public footpath over the area of open land. Within the view the backdrop of the listed building is free from modern developments and its historic form can be appreciated.
4	<b>Northumberland Court</b> – Key views of the tower of the listed Almshouses are obtained in long-distance views along the full length of Northumberland Avenue to the junction Lockwood Street and Barmston Street. This means that the listed building is a focal point within the Conservation Area and its setting.



*Figure 106 - View without visible modern development.*



*Figure 107 - Group value associated with views of Fountain Road Bridge & Fountain Road School.*

**8.11 Natural Environment** – The natural environment of Zone 3 is limited to trees within two areas:

Item	Elements of Significance
1	Trees have been planted along a section of the former Beverley & Skidby Drain. These trees demonstrate the former alignment of the historic drain.
2	Trees to the northern boundary of Northumberland Court, which provide valuable screening of the modern industrial development, within the backdrop of the listed building.

**8.12 Negative Elements** – Zone 3 contains several elements which negatively contribute towards its character and appearance, which include:

Item	Negative Impacts:
1	Prominent use of metal security fencing, which are not in keeping with the surrounding late 19 <sup>th</sup> and early 20 <sup>th</sup> century-built environment.
2	The 1970s buildings within the grounds of Northumberland Court detract from the setting of the Listed Building.
3	The change in character of the Allotment gardens to being open scrubland and negative character of the land to the west of Northumberland Avenue contribute negatively to the character of the Conservation Area and setting of the listed building.



Figure 108 - Positive & negative elements of boundary treatment within Zone 3.



Figure 109 - Negative boundaries and landscape setting to Northumberland Court.

## 9. Setting

The setting of the Conservation Area retains little heritage values and predominantly takes on the form of the mid to late 20<sup>th</sup> century re-development of Hull.

Along the **western** bank of the Beverley & Barmston Drain and the area of land boarded by Bridlington Avenue, and the area of land between Stepney Lane and Exchange Street was cleared of its Victorian Housing and replaced with modern housing during the mid-to-late 20<sup>th</sup> Century. These developments separate Sculcoates Conservation Area from the remainder of the historic parish of Sculcoates, which is now located within the Beverley Road Conservation. To the west of the Holmes Hall Tannery, the setting of the Conservation Area retains a small number of historic buildings but are in a poor condition.

Some evidence of the former historic housing which once formed the residential character of Sculcoates is retained in the Victorian terraces located on Tunis Street and court housing to the north of Sculcoates Lane, located to the **north-west** of the conservation Area.

To its **south** and **south-east** boundary all evidence of the former Victorian residential and industrial developments have been demolished, and the area re-developed as a modern industrial estate. The nearest elements of heritage value are found in the remaining 19<sup>th</sup> century warehouses located along Wincolmlee.

The confluence of the Beverley & Barmston Drain towards its outlet, is of heritage value to the Conservation area. Again, the **east** boundary of the Conservation within the area of Zone 3 is now formed by mid-to-late 20<sup>th</sup> century industrial developments, with no remaining Victorian industrial developments.

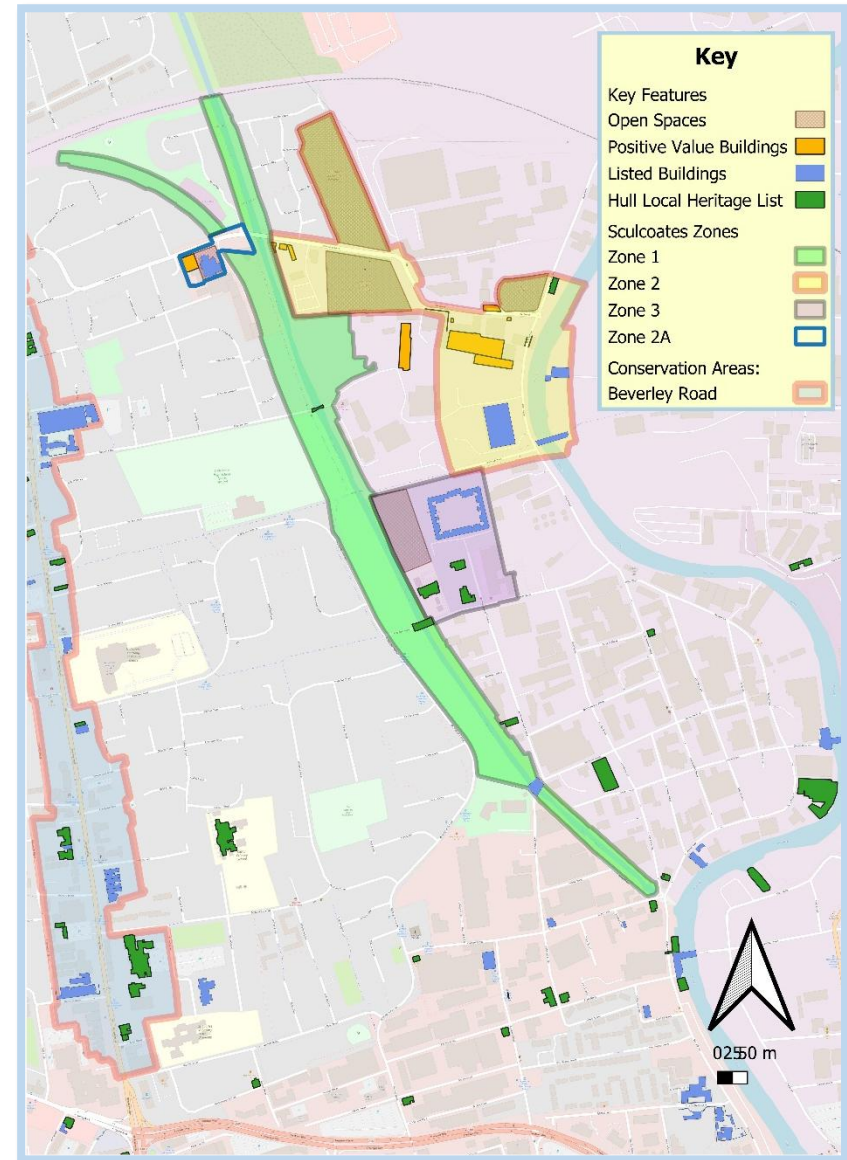


Figure 110 - Views towards Northumberland Court from Barmston Street.



Within the area of Zone 2 the **eastern** boundary of the Conservation Area is formed by the River Hull and sections of its eastern bank. The River Hull forms a positive landscape boundary to the Conservation Area. Many elements of the former historic built environment which lined Wincolmlee and Bankside have now been cleared and forms areas of derelict land. To the east of the B.E.C. Silo, following the demolition of the remaining elements of the early 20<sup>th</sup> century industrial buildings, the land is now an of industrial hardstanding landscape. The area retains no heritage value to the setting of the Conservation Area.

Historically, the area of land to the **north** of Sculcoates Lane and to the west of Sculcoates North Cemetery contained the Municipal Electricity Works and Needlers Factory, which were constructed during the early 20<sup>th</sup> century. The re-development of the area of land post-2003 has resulted in a modern housing estate, of no heritage value to the conservation Area. The area of land retains a section of the Beverley & Barmston Drain, which is of heritage value. To the north of the housing estate is the Alexander Dock Railway Branch line, which is of heritage value, by demonstrating the evolution of Hull's Victorian Railway Line. Further to the north is modern industrial development of no heritage value to the setting of the conservation area.



111 - Setting of Sculcoates Conservation Area

## Part 2 Management Plan

*Figure 112 - The Beverley & Barmston Drain, looking north from Steppny Lane Bridge.*



## 1. Introduction

As described within Part 1 the character and appearance of the conservation is formed by the following elements:

- The layout formed by the alignment of the Beverley & Barmston Drain, historic field boundaries and the intervention of the railway lines.
- Surviving elements of the Parish of Sculcoates
- Retention of 19th and early 20th century buildings.
- The natural environment of the Beverley & Barmston Drain.

Each of the individual elements present different characteristics and the unique nature of the Sculcoates Conservation Area introduces special requirements for its management. Key policies in the management of the Sculcoates Conservation Area include:

### 1.1 Sculcoates Conservation Area Management Policies

Item	Policy
1	Key and positive buildings, including building facades and boundaries, should be retained.
2	Historic field boundaries and landscape features should be preserved.
3	The natural and ecological environment of the Beverley & Barmston Drain should be preserved.
4	The settlement pattern and associated characteristics of the Sculcoates Parish should be retained and enhanced.

## 2. Condition

The condition of the Conservation Area can overall be described as being **fair**, but with variations between its Zones. For instance, the buildings located within Zone 3 are in a good condition, but within Zone 2 elements of the buildings are in a poor condition. Significant conditions issues are associated with the 'semi-derelict' aspect of elements of the Conservation Area, the condition of its buildings and the condition of its three cemeteries. Elements of factors one and two are inherited from the condition of the Conservation Area upon designation and form a part of its special interest. For instance, the facades of historic buildings, which are retained in full or part, contribute towards the evidential values of the historic form and building types within the area, and contribute towards the sense of enclosure. Accordingly, elements of the semi-derelict elements should be preserved so that they still contribute towards the special interest of the conservations area, whereas in a different context they may be considered as being appropriate for development.

Within the Conservation Area there are areas of open land and public cemeteries which positively contribute towards its special interest. The area of open land identified with Zone 3 of special interest is however in a poor state of condition but retains its evidential values. Each of the cemeteries have a low degree of management, meaning that they benefit from increased levels of natural environment, but with restricted access through them.

### 3. 'SWOT' Analysis

Strengths	Weakness
Retention of key and positive historic buildings, often in important groupings.	The condition of key and positive buildings located within Zone 2.
The contribution made by the natural environment.	Lack of awareness of the designation of the Conservation Area or what the special interest of the area is.
The presence of heritage interpretation in the area of the Beverley & Barmston Drain.	The negative character of its setting.
Opportunities	Threats
Potential for inward business investment & expansion into the area.	Condition of key and positive buildings means they are at risk of demolition or redundancy.
Areas of vacant land which are not of special interest offer potential development opportunities.	Potential for harmful development introduced on areas of vacant land within the Conservation Area & its setting.
Potential for Community led management of key open spaces.	Pressures for new industrial development of an inappropriate form.

### 4. Demolitions

One of the biggest threats to the Conservation Area is demolition of the buildings which contribute towards its special interest, which arises from the condition of several key and positive buildings. It is the contribution made by the 19<sup>th</sup> and early 20<sup>th</sup> century of historic buildings which are retained either in their full form or their facades, which creates the special interest of the Conservation Area, and their retention is key to the preservation of the Conservation Area.

#### 4.1 Demolition Policies

Key & Positive Buildings	The Conservation Area retains buildings developed during the 19 <sup>th</sup> and early 20 <sup>th</sup> centuries. The demolition of any building within these categories is likely to cause substantial harm to its significance by a reduction in its historic character and a negative impact upon its pattern of development. Applications for demolition for buildings within these categories should be <b>refused</b> unless exceptional circumstances are provided.
Building Facades	The retention of building facades contribute positively towards the special interest of the Conservation Area. Presumption should be given for their retention within any plans for new development within the Conservation Area. Speculative applications for the demolition of historic buildings facades should be considered for refusal.
Negative Buildings	The demolition of negative buildings will have a neutral impact upon the Conservation Area, but any re-development needs to be managed to avoid the introduction of harm into the heritage asset.

## 5. New Developments:

Within the Conservation Area, and its immediate setting, there are areas of land which are vacant and suitable for new developments. In the preparation and determination of any new developments within the Conservation Area or its setting the following items should be considered:

5.1 New Developments	
Item	Policy
1	New development should not be introduced so that it becomes a dominant feature of the Conservation Area or be prominent with the setting of existing key and positive buildings.
2	Where new development is being introduced within areas of existing key and positive buildings it should be a subservient feature.
3	New development should be considerate and not introduce harm to key views and vistas within the Conservation Area.
4	The scale of new development should be respectful of the scale of the surrounding built environment.
5	New developments should be planned to retain the positioning of historic field boundaries and landscape features.
6	The material use and design of new developments should be sympathetic to the character and appearance of the area.
7	Development should not be introduced where it would remove the key values of an area of open space.
8	New development should plan for the retention of historic ground surfaces and access points.

## 6. Alterations

The Conservation Area features a mixture of historic key and positive buildings, and buildings of negative value. Where historic buildings are retained, their condition is a mixture of being well maintained, such as in Zone 3, and buildings in a poorer condition, as found in zone 2. Maintaining existing business use and supporting sustainable new development is key within the Conservation Area. However, this must be done in a way which 'preserves' or 'enhances' the special interest of the Conservation Area.

6.1 Works of Alterations & Conversion	
Item	Policy
1	Where possible the historic form of a building should be retained. Proposals for facadism or partial demolition should be avoided.
2	Historic windows should be retained, where they contribute towards the architectural interest of the building. Opportunities should be taken to re-instate lost window forms.
3	Roof lights are a feature of the industrial buildings of the area. Consideration should be given to the conservation roof lights, with central glazing bar, where they are proposed for installation.
4	In undertaking works of alteration historic ground surfaces should be retained.
5	The area industrial in character. Any conversion to residential use should be undertaken in a manner which is sympathetic to the existing character of the area. For instance, new forms of glazing and screens, should be set back within the window reveal.

## 6.2 Cladding and Rendering

<b>Brick</b>	The application of a render to a brick building results in the loss of the historic appearance of its brickwork and will likely cover over of historic features. Permission should be <b>refused</b> for the cladding or rendering of a brick build unless the works can be clearly justified.
<b>Render</b>	The application of render should maintain character and architectural detail, and colours should not be introduced or changed such that it alters the appearance and prominence of the building.
<b>Insulation</b>	The Application of insulation to all positive and key buildings in the Conservation Area or cladding a brick building will likely have a negative impact upon the architectural appearance of an individual dwelling or how it forms part of a terrace or pair of dwellings. Applications for the cladding or insulation should be considered for refusal unless it can be demonstrated that the works can be achieved without being harmful.
<b>Paintings</b>	Whilst Planning Permission is not needed for the painting of unlisted buildings, such works should be discouraged. Painting a building can disguise features of architectural interest, requires ongoing maintenance, and introduces different colour finishes into the Conservation Area.

## 6.3 River Corridor

1. Works of alteration to the River Hull, should be respectful of the historic character of the area. For instance, timber fenders and retaining walls form a part of the character of the area.

## 6.4 Determining Applications

1. Applications which would result in the alteration of a key building so that it no longer warrants this status should be **refused**, unless in accordance with national and local policies.
2. Applications which would result in the alteration of a positive building so that it no longer warrant this status should be **refused**, unless in accordance with national and local policies.
3. Opportunities to remove negative elements within key and positive buildings should be sought and **supported**.

Opportunities to remove negative elements of neutral buildings should be sought and **supported**.

## 7. Advertising

Advertising is not a prominent feature of the Conservation Area. Where used to advertise businesses it is a low-key feature of the area. In considering applications for advertisements the following items should be considered:

### 7.1 Advertising

1. Advertising should not be a prominent feature on an individual building or within the street scene, or within keys views of vistas.
2. Material use should be sympathetic to an individual building or characteristics of individual zones.
3. Internal forms of illumination will unlikely be supported within the Conservation Area.
4. Advertising should be sited so that it does not obscure key architectural features on a building.

## 8. Boundaries

Boundaries form an important element of Conservation Area. They identify historic landscape features, form means of enclosure associated with historic building uses and define the position of historic buildings. In considering applications affecting existing boundaries the following items should be considered:

8.1 Existing Boundaries	
Item	Policy
1	Where a historic boundary is retained, presumption should be given for their retention.
2	Works of demolition or alteration should not result in the loss of a feature which contributes positively to the special interest of the Conservation Area.
3	Works of alteration should be designed to re-instate lost features or be designed to be of a sympathetic character.
4	Opportunities should be taken to remove negative boundary treatments within the Conservation Area.
5	Historic building facades contribute towards the special interest of the Conservation Area and presumption should be given for their retention.

Boundaries are a requirement of providing security arrangements for businesses located within the area, and any introduction of new boundaries needs to be sympathetic to the character of the area and should avoid existing negative characteristics. In determining planning applications within the conservation area the following considerations should be made:

## 8.2 New Boundaries

Item	Policy
1	Applications for new boundaries should not reinforce negative trends within the area. For instance, alternatives to the use of metal security fencing should be considered.
2	New boundaries should be designed with regard to the historic character of the area and be sympathetic to the host building.
3	Gates and boundaries which re-instate a traditional form of boundary treatment should be supported.
4	Where modern forms of security fencing can be justified consideration should be given to avoiding a bare metal finish.

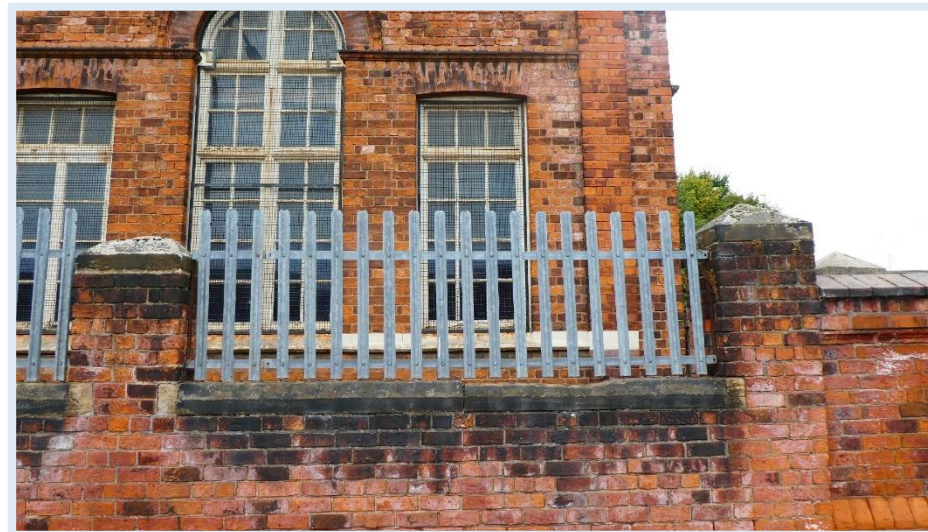


Figure 113 - Opportunities should be taken to improve upon the appearance of metal security fencing, where installed in areas of historic boundaries.

## 9. Beverley & Barmston Drain

The Drain is a key landscape feature within the Conservation Area, and area of natural and ecological environment. When within the environment of the Drain it is possible to escape the surrounding built and industrial environment. In areas one is presented with a green corridor, which is framed by trees and mature foliage. The historic environment is supported by the retention of 19<sup>th</sup> centuries bridge. Key policies in the management of the drain include:

9.1. Beverley & Barmston Drain Policies	
Item	Policy
1	Developments should not result in the culverting or closure of the drain.
2	Development for new infrastructure (such as pipes or drainage lines) should be installed in the areas of existing features where feasible or should be planned to not impact upon key views and vistas from the Drain.
3	The historic form of the bridges over the drain should be retained.
4	New development within the setting of the Drain should not result in a negative impact upon of the existing 'green corridor' or result in a prominent backdrop in key views from the Drain or vistas along it.
5	Where development is introduced within the setting of the Drain consideration should be given to the use of natural screening to reinforce its character of the natural environment.

## 10. Cemeteries

The Cemeteries Located within the Conservation Area are of high value towards the special interest of the Conservation Area. Key management policies include:

10.1 Sculcoates Cemeteries Policies	
Item	Policy
1	Their boundary treatments should be maintained, and opportunities for their enhancement taken.
2	The contribution made by trees located within the cemeteries should be maintained.
3	Development should not be introduced within their setting with removes their sense of seclusion and enclosure.
4	Opportunities should be taken to remove negative aspects of their setting, such as poor forms of boundary treatments.

The condition of the Sculcoates Lane Cemeteries is poor. Their condition means that there is restricted access to many of their areas and the management of the historic headstones located within is restricted. Actions which can be taken to secure the long-term future of the cemetery include:

10.2 Sculcoates Cemetery Actions	
Item	Action
1	Promote Community Management of the Cemeteries.
2	Promote research into the burials and identify family connections.
3	Support applications for grant funding to allow community projects and maintenance.



## 11. Open Space Management

The Conservation Area contains a mixture of open spaces which contributes towards its special interest and areas which have the potential for new development. In considering new development within the Conservation Area the following items should be considered:

11.1 Open Space Management	
Item	Policy
1	Development within open spaces should be respectful of the pattern of development of the street scene.
2	Historic field boundaries should be retained.
3	Development should not be introduced within an area of open space, which was planned to serve a historic function. For instance, gardens, areas of recreation and industrial yards should not be development.
4	Where ancillary buildings are considered appropriate, they should be sited so that they are located in a discrete location, and not within views or in areas of architectural importance.

A key area of open space is located within Zone 3, which is evidence of the former Sculcoates Agricultural field pattern. In considering the future of the area of land the following items should be considered:

11.2 Zone 3 Key Open Space	
Item	Policy
1	The historic nature and its associated evidential values as being the location of being a historic field should be retained.
2	The area of land allows for key views of Northumberland Court from the Beverley & Barmston Drain. These historic views should be retained.
3	The area of land contributes towards the natural environment and setting of the Beverley & Barmston Drain.

## 12. Trees

Trees contribute highly towards the suburban characteristics and elements of natural environment forming the Conservation Area. Trees also contribute towards screening negative buildings within the Conservation Area. In determining planning applications which include works to Trees and Tree Preservation Orders the following guidance should be considered:

17.1. Trees
1. Applications for the removal of mature trees of positive heritage value should be considered for refusal. An exemption should be given where the tree is diseased or causing unacceptable damage to a building which cannot be mitigated.
2. Where approval for the loss of a mature trees is granted, this should be mitigated by a replacement tree species.
3. Applications should be considered for refusal where trees providing natural screening against buildings of a negative contribution to the Conservation Area are proposed for removal.

## 18. Energy Efficiency

### 18.1 Energy Efficiency & Adapting to Climate Change

The Council are supportive of the requirements to adopt to climate change and to make buildings energy efficient. Works should however be undertaken in a way which are sympathetic to and preserve the character and appearance of the Conservation Area.

Air Source Heat Pumps	Applications for Air Source Heat Pumps should: <ol style="list-style-type: none"> <li>1. Not be visible from the public realm.</li> <li>2. Not impact upon features of architectural interest.</li> </ol>
Windows	Where it can be demonstrated that an application will not result in the loss of historic fabric and the proposed replacement type of window is of an acceptable design and material, support could be given for the installation of double-glazed windows. Where a window cannot be replaced without harming the character of the conservation area, consideration should instead be given for the installation of secondary glazing to improve the energy efficiency of a building.
Electric Vehicle Chargers	Electrical vehicular chargers should be sited in a position where they are not a prominent feature from within the public realm. Support should be given for their installation where they are a discrete feature of the area.
Solar Panels	There are large area of modern structures which do not contribute towards the special interest of the Conservation Area. These would be suitable for the siting of solar panels. Locating solar panels

on street facing elevations of key and positive buildings should be avoided, as this would impact upon the character and appearance of the Conservation Area.

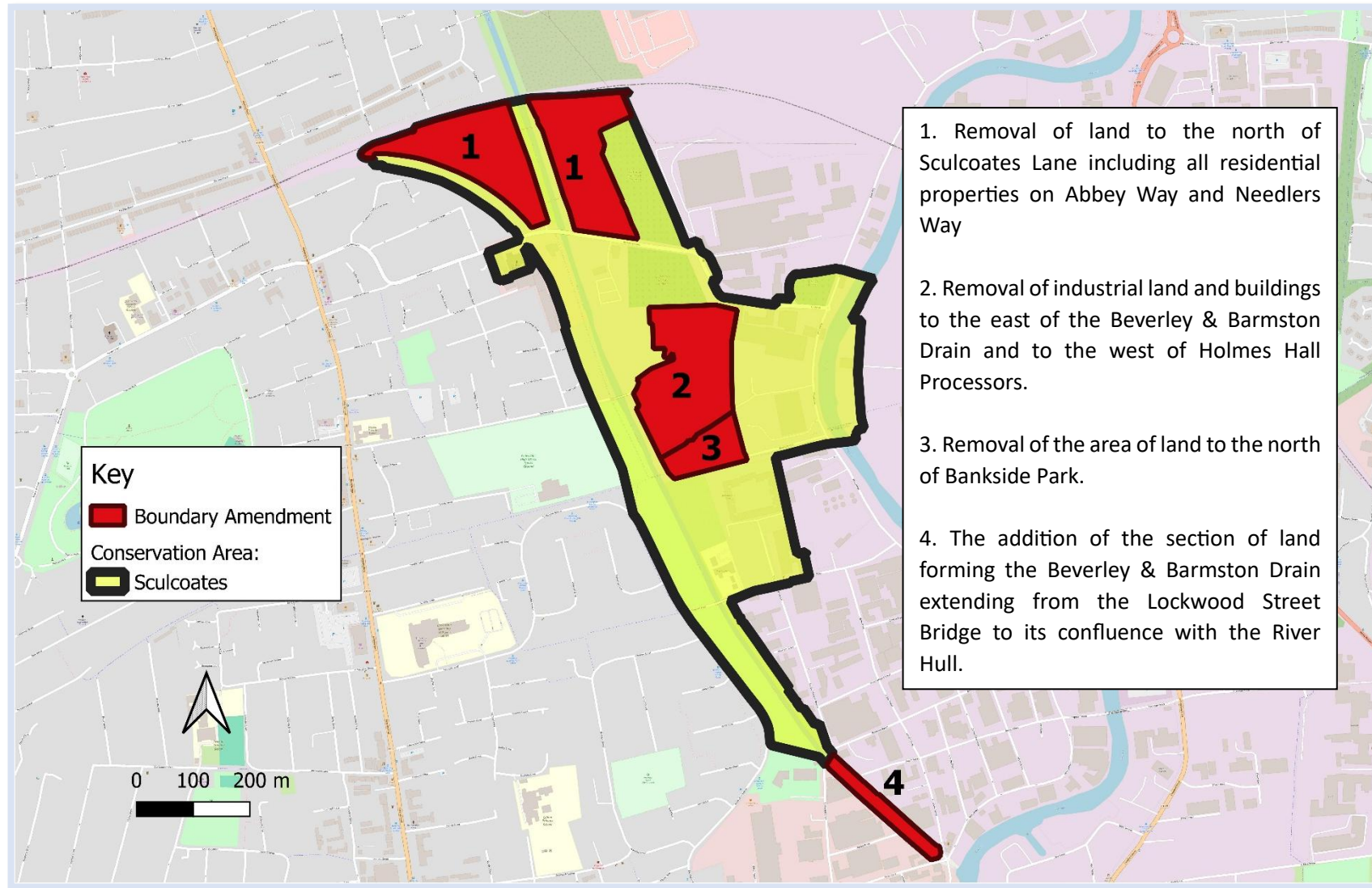
## 19. Summary

### 19.1 Management Recommendations:

In managing the Conservation Area, the Council should implement the following actions:

1. Planning applications should be determined in accordance with above referenced Character Appraisal & Management Plan.
2. That the Council should consider refusing planning applications of a poor quality and should instead seek enhancements to the Conservation Area.
3. The Conservation Area should be monitored within a four-year period to allow timely review of planning enforcement matters.
4. Enforcement action should be undertaken where relevant to rectify breaches of Permitted Developments Rights.
5. That opportunities for Community led and grant based projects are explored to manage the open spaces of the Conservation Area.

## Appendix 1 – 2025 Boundary Changes



114 - 2025 Boundary Amendment Map

## Appendix 2 – National Planning Policy Framework (December 2023)

**Paragraph 135:** Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

**Paragraph 141:** The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

**Paragraph 139:** Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

**Paragraph 203:** In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

**Paragraph 213:** Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

## Appendix 3 – Local Policies - Hull Local Plan 2016 to 2032 – Adopted November 2017

### **Policy 14 – Design:**

Development should demonstrate how its design supports the delivery of a high quality environment in Hull, particularly with regard to:

- c. The relationship of the development the surrounding built form of the city in terms of:
  - i. Character
  - ii. Use and surrounding uses
  - iii. Layout and connectivity
  - iv. Setting and relationship to key heritage assets
  - v. Scale
  - vi. Massing
  - vii. Grain and density
  - viii. Architectural structural and enclosure
  - ix. Detailing and materials
- d. Encouraging active and healthy lifestyles;
- e. Providing landscaping which retains natural features where possible;
- f. Providing inclusive access
- g. Opportunities to promote public safety and minimise the risk of crime.
- h. The creation of inclusive public spaces which encourage community interaction thorough:
  - i. Inclusive design
  - ii. Active frontages
  - iii. High quality public realm.

- i. Appropriate soft and hard landscaping
    - ii. Minimising the potential for anti-social behaviour.
    - iii. Providing public art where appropriate.
  - b. Ensuring where development is proposed in the city centre, its design and landscaping complements the 2016/7 materials in the public realm. Where possible, this will involve the use of the same palette of materials.

Development which does not meet these criteria will be refused.

### **Policy 15 – Local Distinctiveness**

1. Development should promote local distinctiveness where appropriate, with particular reference to:
  - a. Improving access to and making effective use of the Port, the city's waterfront and maritime assets along the River Hull and the Humber Estuary whilst taking account of flood risk;
  - b. Creating a network of landmarks in prominent or gateway locations to develop legible local references that distinguish parts of the city;
  - c. Encouraging contemporary architecture that respects the city's heritage, creating positive and distinctive contributions to enrich the built fabric;
  - d. The setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets.
  - e. Waymarking arterial routes;
  - f. Ensuring proposals, including those on allocated sites, accord with any adopted masterplan, development brief or local development order.

### **Policy 16 – Heritage Considerations**

1. Development that would cause harm to the significance of a designated heritage asset will only be approved where it has been convincingly demonstrated that the harm cannot be avoided and there would be public benefits sufficient to outweigh the harm or loss caused. Schedule Monuments, Registered Parks and Gardens and Conservation Areas are shown the policies map.
2. Development affecting non-designated heritage assets must demonstrate that it has taken account of the particular interest of the asset. Development which would result in harm to or the loss of a non-designated heritage asset must demonstrate that:
  - a. It would not be economically viable for the asset to be retained and that harm could not be avoided; and
  - b. The economic or community benefits of the proposed development outweigh the loss.
3. Where development is acceptable in principle but would affect an archaeological deposit of less than national importance, the Council will seek to preserve the remains in situ. If this is not achievable, adequate provision for excavation and recording before and during development and publication, curation and dissemination of findings after development, will be required.
4. Where evidence supports it, Article 4 directions removing permitted development rights will be introduced to preserve the character of an area.
5. Development and initiatives which preserve/or enhance the significance and setting of the city's heritage assets will be supported, especially those elements which contribute to the distinct identity of Hull.

- g) Development of tall buildings(above 30m in height) in and around the city centre, as shown on the Policies Map, must demonstrate that:
  - a. A would not harm the character and appearance of the city centre Conservation Areas which are characterised by their low rise nature.
  - b. Would not harm the setting of heritage assets.
  - c. They would not harm the distinctive, historic skyline;
  - d. There would be an acceptable impact on views and vistas across and within the city centre.
  - e. They are providing a positive contribution to the skyline through a high standard of design.
  - f. Locations in the wider city which define the development of Hull such as the historic cores of medieval villages and settlements, such as Sutton and Marfleet, the later nineteenth and early twentieth century suburban developments such as the Avenues/Pearson Park and Anlaby Road, and planned garden suburbs at Broadway and Garden Village.
  - g. Local Listed Buildings and sites identified on the local Historic Environment Record.
  - h. Archaeological remains and deposits in the city walls, Beverley Gate, Hull Citadel and nationally significant military defences dating from the mid-fourteenth to the mid-nineteenth centuries on the east bank of the River Hull;
  - i. Archaeological remains and deposits relating to Romano-British riverside settlements lining the banks of the River Hull from Kingswood to Stoneferry; and
  - j. The University of Hull Quarter as shown on the Policies Map.

In addition to the city's designated heritage assets, important heritage assets include:

- a. Buildings with heritage value, wet and dry docks, wharves and ancillary structures, features relating to Hull's fishing, maritime and industrial heritage;
- b. The city centre as defined on the Policies Map, with particular reference to the surviving medieval and early post-medieval settlement, the Georgian townscape, and Victorian and Edwardian public buildings, especially within the Old and New Towns, and in the Charterhouse Conservation Area;
- c. Locations in the wider city which define the development of Hull such as the historic cores of medieval village and settlements, such as Sutton and Marfleet, the later nineteenth and early twentieth century suburban developments such as the Avenues/ Pearson Park and Anlaby Park, and planned garden suburbs at Broadway and Garden Village;
- d. Locally Listed Buildings and sites identified on the local Historic Environment Record.
- e. Archaeological Remains and deposits including the city walls, Beverley Gate, Hull Citadel, and nationally significant military defences dating from the mid-fourteenth to the mid-nineteenth centuries on the east bank of the river Hull;
  - a. Archaeological remains and deposits relating to the Romano-British riverside settlements lining the banks of the river Hull from Kingswood to Stoneferry; and
  - b. The University Quarter as shown on the Policies Map.

### **Policy 20 – Advertisements**

Advertisements should have an acceptable impact on public safety and amenity. Assessment of impact will have particular impact to:

- a. The impact of advertisement on the safe movement of vehicles and pedestrians;
- b. The impact of the advertisement on CCTV coverage;
- c. The relationship of the advertisement to features of the building it is placed on;
- d. The character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets;
- e. Advertisement clutter.



## Appendix 4 – Map Regression



Figure 115 - Bingley & Teesdale Map of 1828 (National Library of Scotland).



Figure 116 - 1852-3 6" OS Map (National Library of Scotland).



Figure 117 - Goodwill & Lawson Map 1867 (Hull History Centre).

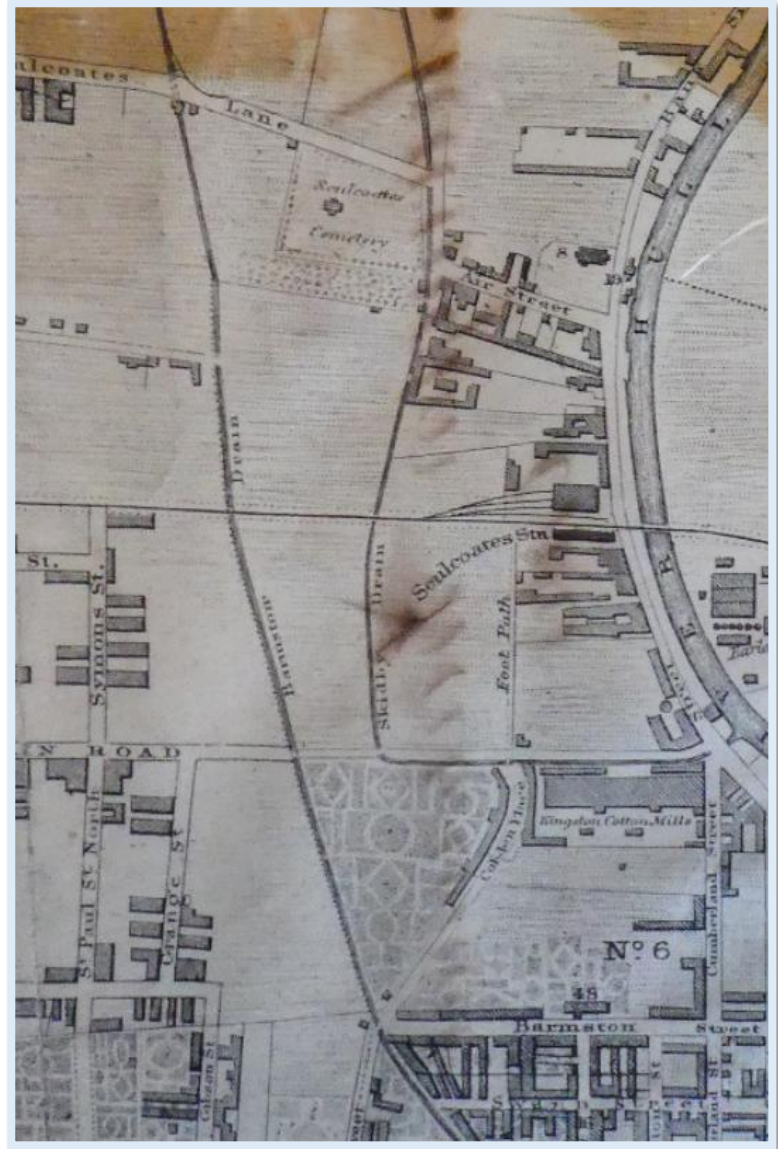


Figure 118 - Peck & Son Map 1875 (Hull History Centre).



Figure 119 - 1888-90 6" OS Map (National Library of Scotland).



Figure 120 - 1909-9 6" OS Map (National Library of Scotland).

## Appendix 5 – Listed Buildings

### Northumberland Almshouses, Northumberland Avenue

**Entry No.:** 1291978

**Designation:** Grade II

**Date of Listing:** 22/03/1988

Listing Description: Almshouses. 1884-87. By Smith & Brodrick. For the Hull Charity Trustees, (an amalgamation of 4 long-established charities), relocated on a new site. Red brick, roughcast and sham timber-framing, with ashlar dressings and renewed plain tile roofs, gabled and hipped. Brick ridge stacks. Glazing bar casement windows, mostly original. Domestic Tudor Revival style. The plan is conventional, with ranges of dwellings, mostly 2 storeys, around a grassed quadrangle. In the centre of the south side, the gatehouse and entrance tower, and opposite, the chapel. Single storey service ranges run northwards from the rear corners. The gatehouse has a Tudor arched carriage entrance with wrought-iron gates and a brick vaulted passage. Above, a stone oriel window. Behind this, a square clock tower with parapet. Steep pitched swept roof carried on a round-arched wooden arcade. On the right, a canted stair tower with a similar roof. Flanking the gatehouse to east and west, regular ranges of gabled dwellings, 8 bays. At each end of the range, an angled corner gable flanked by hexagonal turrets with swept roofs. Returns have nearly symmetrical ranges with 6 gables. Inside the quadrangle, the chapel on the north side has nave and chancel under a continuous roof with a bellcote, vestry and west porch. Perpendicular style windows. 3-light east window, 2 single light south windows. Nave has four 2-light windows to south, and 3 to north. West porch has a doorway with a window over it. INTERIOR has arch-braced roofs with wall shafts, and chancel arch with responds. Tiled reredos and stained-glass east window. Double arch on north side. Nave has 2 arched doorways and traceried ashlar pulpit. East of the chapel, a large gabled and hipped corner block, 2 and 3 storeys, 5 bays, on a grander scale than the other dwellings. Angled north-east corner and timber framed rear elevation. West of the chapel, a dwelling range, 4 bays, with a double hipped projecting centre. East and west sides of the quadrangle, 7 bays, are symmetrical, with a gabled central projection flanked by hipped wings. On the south side, the gatehouse is flanked by double gabled blocks, then a recessed bay, then a hipped block.

### Wilmington Swing Bridge, Wincolmlee

**Entry No.:** 1197815

**Designation:** II

**Date of Listing:** 21/01/1994

Listing Description: Swing railway bridge, now a footbridge, spanning the River Hull. c1870 and 1905. For the North Eastern Railway. Converted and restored 1991. Arch topped riveted wrought-iron girders form the span, which is carried on a roller bearing central pivot. Remains of a footway on the north side. Above the centre, a riveted post and beam structure with railed platform, carrying a wooden cabin with matchboard cladding and hipped lead roof. On the west side, 4 large glazing bar windows. At the south end, a projecting porch reached by C20 steel steps. At the north end, a canted wooden oriel window to the left, and a 2-light glazing bar window to the right. The bridge is operated by mechanism in the cabin engaging with a ring gear on the pivot. The mechanism is complete and operable.

### Former Sculcoates Goods Station

**Entry No.:** 1219995

**Designation:** II

**Date of Listing:** 06/02/1999

Listing Description: Former goods station, now disused. 1864, extended 1871. By Thomas Prosser for the North Eastern Railway Company. Red brick with stone dressings and slate and corrugated asbestos roofs with a side wall stack. Decorative eaves band. Single and 2 storeys; 4x15 bays. South front has 4 gables with overhanging roofs and pilaster buttresses between them. The 2 middle gables have large Diocletian windows and the outer gables have similar smaller windows. Below, each gable has 3 smaller Diocletian windows, now blocked. The 15-bay east and west fronts were originally identical, with a single round-arched opening to each bay, some single, some paired, and some in groups of 3. These are now largely blocked or masked by later plank doors. North side has to left a single-storey office building with hipped roof. North front has 4 blank coped gabled with kneelers. INTERIOR has tall slender columns supporting the roof, with curved tension girders. The building was intended for the transfer of goods from horse-drawn carts to railway goods waggons.

**Former British Extracting Company Silo and Attached Receiving House, Foster Street**

**Entry No.:** 1208698

**Designated:** II

**Date of Listing:** 15/11/1993

Listing Description: II Silo at oil extracting mill, and attached receiving house. 1919, by Gelder & Kitchen of Hull. Brick with ashlar dressings. Roof not visible. Baroque Revival detailing. Cornice and coped parapet. Pilaster buttresses above the third floor. 6 storeys plus attics; 11x6 bays. Main block is windowless. Ground floor has 10 blocked openings to south, and 3 segment-headed glazing bar windows to west. Attic storey has 11 similar windows to north and 6 to west. On the south side, the parapet has raised lettering reading "British Extracting Co. Ltd.". At the corners, the pilasters continue above the cornice to form squat towers, with ashlar bands, caps and cornices. At the south-west corner, a rusticated ashlar tower, single stage, with round-arched openings and keystones, topped with a water tank. Attached to the south-west corner, a receiving house in the same style. 4 storeys; 3x3 windows. Projecting corner pilasters above the second floor, raised above the parapet to form coped towers. Open ground floor carried on steel joists and cast-iron columns. To west, 3 segment-headed glazing bar windows on each floor. To south, similar openings fitted with ventilators. North side has, to left, a loft door on each floor, flanked to right by a single window on the first floor and 2 windows on the upper floors. INTERIOR is divided by cross walls into storage bins. The receiving house was used for transferring material from road and river into the silo.

REASONS FOR DESIGNATION The Former British Extracting Company Silo and Attached Receiving House, built in 1919 by architects Gelder and Kitchen of Hull, is designated at Grade II for the following principal reasons:

- \* Architectural Quality: It was designed by Hull architects Gelder and Kitchen using interesting Baroque Revival detailing.
- \* Historic Interest: It was built just after WWI as part of the early C20 British Extracting Company Mill.

**Church of St Mary, Sculcoates Lane**

**Entry No.:** 1291590

**Designation:** II

**Date of Listing:** 21/01/1994

Listing Description: Parish church. 1916-c1920, incorporating columns from a church of c1760. By Temple Moore. Brick with ashlar dressings and slate roofs with an external gable stack. Plinth, string course, coped west gables to nave and north chapel. Windows are mainly flat-headed with stone mullions. Nave and chancel with clerestories, south-east chapel, south aisle, north aisle and west porch, north chapel, vestry, meeting room. Chancel east end has a 3-light segment-headed window with tracery. To south, a small flat-headed

window to east and above, 6 flat-headed 2-light mullioned clerestory windows. North side has to east 2 tall flat-headed 2-light mullioned windows and above, 2 smaller clerestory windows. Nave has on either side 4 unequally spaced 2-light mullioned windows. West end has a 4-light pointed-arched window with Decorated tracery and hoodmould. South-east chapel of St Patrick has 5 buttresses and 4 single-light windows. East end has a similar flat-headed 3-light window. South aisle has four 3-light mullioned windows. North aisle has to east a chapel with a 3-light mullioned window on each floor. At the west end a single lancet and to north a shallow gabled porch with a 4-panel double door with chamfered surround. North chapel of St Francis has to east a Decorated triple lancet. West end has a larger triple lancet with hoodmould, and a small gabled porch with plain pointed-arched door. North side has three 3-light mullioned windows. Hipped vestry has to west a door to right and a 2-light wood-framed window to left. Meeting room, to east, has to east three 2-light windows. INTERIOR: rendered, ashlar piers. Chancel has plain arch containing rood, and low pitched waggon roof with wooden wall shaft and struts. North side has 2 round arches and above, 2 similar arches. To east, a single window and above, 2 windows. East end has a tall panelled wooden reredos and painted panel. 3-light window above. South side has to east a pointed arch and a flat-headed window. To west, 2 round arches with lozenge-section central pier and traceried wooden screen, 1934. Above, 6 clerestory windows. Nave has 3-bay arcades with broad arches, the south-west arch blocked, and square piers without capitals. Segmental waggon roof with queen post truss and struts. On either side, 4 clerestory windows. West end has a 3-bay blind arcade and above, a 4-light lancet with sill band. South-east chapel has wood-panelled walls and reredos, suspended altar canopy, and lean-to roof. East end has a stained-glass window, and south side has a pointed piscina and 4 windows with patterned stained-glass. West end has a plain pointed arch with a round-arched squint in the left pier, and a traceried wooden screen, 1934. North side has figure niche in central pier. South aisle has a lean-to roof with central strutted king post. South side has a low 4-bay blind arcade with round arches, and four 3-light windows. West end has a pointed arch containing a doorway. North aisle has similar roof and west end. North side has a 3-bay arcade with round arches and square piers, the east one with a figure on a bracket. East end has a round arch with imposts and a round-arched squint to right. Chapel at east end has flat ceiling with strutted wall posts. East end has a 3-light window, and north side has, to east, an elliptical-arched door. North chapel has painted interior with 4-bay round-arched arcades with Doric columns. Queen post roof with wall shafts and struts. East end has painted wooden reredos and stained-glass window. West end has a traceried wooden screen and a central door with wooden internal porch. Above it, a triple lancet. North side has to west 2 low round arches, then a blank bay, then a door. Above, 3 windows. FITTINGS include a gadrooned oval granite font, mid C18, on square ashlar base, with fluted ogee-domed brass cover and finial, with inscription 1889. Panelled square wooden pulpit and steps, and 2 wooden lecterns, all C19. Wooden benches with shaped ends. South-east chapel has benches with shaped scrolled ends by Thompson. North chapel has C18 brass chandelier. MEMORIALS include a marble and slate obelisk tablet, 1761, with inscription in shorthand, and similar obelisk tablet, 1763. Marble tablet with angel, 1843, and larger marble tablet with half-size female figure, 1860. 4 marble and slate tablets, early and mid C19.

**Headstone to William Newmarch, Sculcoates Cemetery**

**Entry No.:** 1391232

**Designation:** II

**Date of Listing:** 08/05/2005

Listing Description: II Headstone, 1854, to William Newmarch, in sandstone. Rectangular headstone with rounded top and low stone surround and footstone. Inscription: Erected as a tribute /of the filial affection /In memory of WILLIAM NEWMARCH /of this Town /who

devoted 21 years /of his early life /in the defence of his Country until the close of the Peninsula War. /After a long life of /industry /departed this life /the 25th of June /1865, aged 83 years /Also of ANN his wife /who died ( ) April 1855 /( ) JOHAN GUSTAF ( ). Relief carving above and to sides of laurel wreath, rifle, bayonet etc in slightly damaged condition, and battle and honours of the 20th Regiment of Foot, i.e. Maida, Landyke, Egmont op Zee, Sandhils and Wilhelmstadt (left side), and Egypt, Vimiera, Corronna, Walcheren, Pyrenees, Badajos and Alexandria (right side).

**Headstone to William Young, Sculcoates Cemetary**

**Entry No.:** 1391233

**Designation:** II

**Date of Listing:** 08/05/2005

Listing Description: Headstone, 1835, to William Young, in slate. Flat rectangular headstone with Greek revival style semi-circular top with ears. Inscription: WILLIAM YOUNG /who spent his early life in the defence /of his Country /Till the close of the War, he was Paymasters Clerk to the Depot /of the Army at Hull /died 5th Dec 1835 /aged 67. Faint free-style scrolls above inscription. Base-relief of globe surrounded by a scroll, open book, cannon, cannonballs, bayonet, sabre, flag etc, enclosed within semi-circle of arched top of the headstone.

**Bridge over Drain, Lockwood Street**

**Entry No.:** 1292258

**Designation:** II

**Date of Listing:** 21/01/1994

Listing Description: Road bridge over drain. Late C19, restored late C20. Wrought-iron beam with cast-iron balustrades and red brick abutments with ashlar piers and yellow brick flanking walls. Cambered span beam with pierced coped balustrades. Panelled square end piers on pedestals, with plinths and corniced caps. Convex curved flanking walls with red brick plinths and square brick end piers with slightly pyramidal caps.

## Appendix 6 – None-Designated Heritage Assets

### Bridge over Beverley & Barmston Drain, Fountain Road

**Designation:** Local List

**Dated Added:** 20/11/2007

Listing Description: Ornate brick and terracotta road bridge over Beverley & Barmston Drain (cut under an Act of 1798). Distinctive and attractive pierced coped balustrades in the form of St Chad's crosses rotated by 45 degrees. End piers (dated 1889), with plinths and corniced caps, decorated with armorial quadrate crosses (bearing three ducal coronets), separate coped and buttressed flanking walls.

### Bridge over Beverley & Barmston drain, Stepney Lane

**Designation:** Local List

**Dated Added:** 15/05/2007

Probably the oldest surviving bridge in Hull. Dating from c.1800. A good example of a late Georgian brick built level drain bridge. Spans the Beverley & Barmston Level Drain, cut under an Act of 1798 to improve drainage of the Hull valley. The Drain, known locally as "Barmy Drain", is one of the few still remaining open in the city.

### Fountain House School, Fountain Road

**Designation:** Local List

**Date Added:** 20/11/2007

Listing Description: School First school to be designed by the City Architects after the City took over responsibility for education from the Hull School Board in 1903. Designed by Joseph H. Hirst, the first City Architect, and built as an addition to Northumberland Avenue School in 1904. Fountain House is an attractive and highly accomplished brick-built school with stone detailing and a good example of Edwardian Baroque architecture.

### Humber Archaeology Partnership & The Victorian School House (former Northumberland Avenue School), Northumberland Avenue

**Designation:** Local List

**Date Added:** 19/09/2006

Listing Description: Former Northumberland Avenue School. Built 1897 and designed by John Bilson, a prominent local architect, in a plain Queen Anne style. Only 15 out of Hull's 37 Board Schools survive. Architecturally, they are regarded by Pevsner & Neave as 'some of the best Victorian buildings in Hull'. The main school building has strong vertical emphasis and the smaller single storey building (added 1904) retains its distinctive cupola. Closed 1942 and occupied postwar by the educationally sub-normal school pending transfer to a special-school campus in Cottingham Road in 1964. Important historical reminder that this now predominantly industrial area formerly had a significant residential population.

## Appendix 7 – Map Regression of Sculcoates Parish



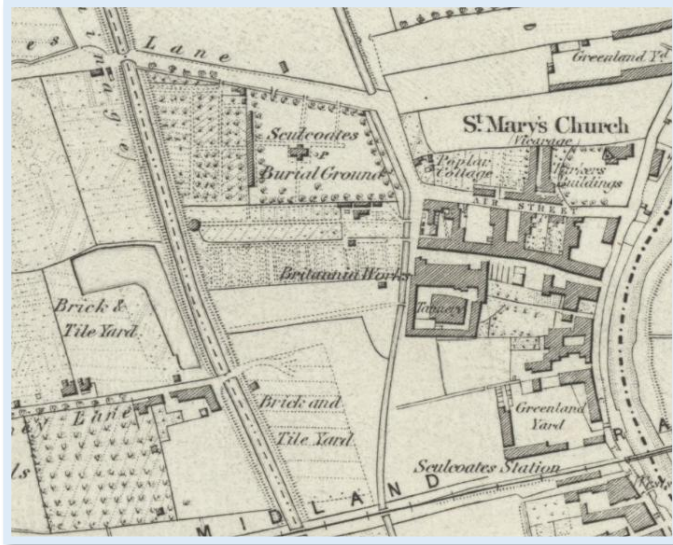


Figure 121 - 1852-3 6" OS Map (National Library of Scotland)



Figure 124 - Peck & Son Map 1875 (Hull History Centre).

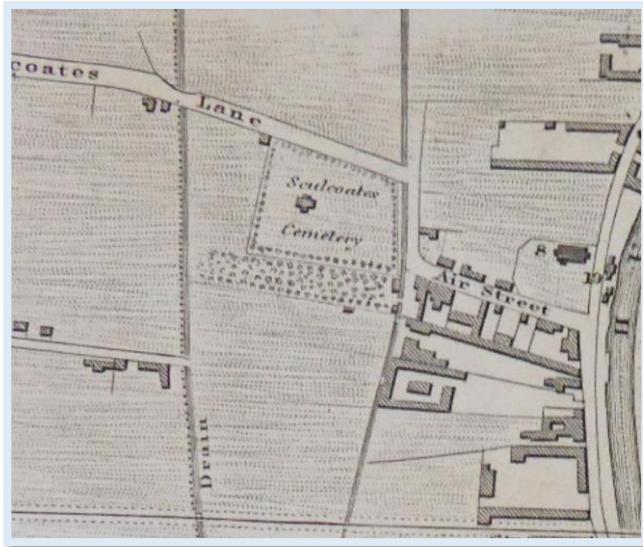


Figure 123 - Goodwill & Lawson Map 1867 (Hull History Centre).



Figure 122 - 1888-90 6" OS Map (National Library of Scotland).

## References

1. Information on the historic development of Sculcoates it taken from Victorian County History - <https://www.british-history.ac.uk/vch/yorks/east/vol1/pp467-469>.
2. Ibid.
3. Ibid.
4. Map copied from National Library of Scotland.
5. The River Hull Valley Drainage Group (2014) Becks, Banks, Drains & Brains – The Drainage History of the River Hull Valley (2nd Ed.). Yorkshire: East Riding of Yorkshire Council.
6. Image taken from Gibson, P (2011) Images of Victorian Hull: Volume 3: F.S. Smith's Drawings. England: Dolman Scott Books.
7. Information taken from sources includes – [https://en.wikipedia.org/wiki/Hull\\_and\\_Barnsley\\_Railway](https://en.wikipedia.org/wiki/Hull_and_Barnsley_Railway), [https://en.wikipedia.org/wiki/Sculcoates\\_railway\\_station](https://en.wikipedia.org/wiki/Sculcoates_railway_station), [https://en.wikipedia.org/wiki/Victoria\\_Dock\\_branch\\_line#:~:text=The%20Victoria%20Dock%20branch%20line,terminating%20at%20Victoria%20Dock%20Station.&railwaybook](https://en.wikipedia.org/wiki/Victoria_Dock_branch_line#:~:text=The%20Victoria%20Dock%20branch%20line,terminating%20at%20Victoria%20Dock%20Station.&railwaybook).
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10. Map taken from [http://www.rhaywood.karoo.net/pics/maps/\\_7.gif](http://www.rhaywood.karoo.net/pics/maps/_7.gif)
11. See images taken from [https://www.facebook.com/groups/278450892200994/permalink/2378739125505483/?\\_rdr](https://www.facebook.com/groups/278450892200994/permalink/2378739125505483/?_rdr).
12. Images taken from <https://www.flickr.com/photos/petermarshall/50739395453/in/album-72157715385264687/> - 1985.
13. Information on the historic of Drains is taken from - The River Hull Valley Drainage Group (2014) Becks, Banks, Drains & Brains – The Drainage History of the River Hull Valley (2nd Ed.). Yorkshire: East Riding of Yorkshire Council & [https://en.wikipedia.org/wiki/Beverley\\_and\\_Barmston\\_Drain](https://en.wikipedia.org/wiki/Beverley_and_Barmston_Drain)
14. Image copied from The River Hull Valley Drainage Group (2014) Becks, Banks, Drains & Brains – The Drainage History of the River Hull Valley (2nd Ed.). Yorkshire: East Riding of Yorkshire Council.
15. See reference 13.
16. Information taken from <https://historicengland.org.uk/listing/the-list/list-entry/1007843#:~:text=The%20monument%20comprises%20a%20single,of%20the%20key%20monastic%20buildings.>
17. Goodwill & Lawson 1867 Map of Hull. Hull History Centre.
18. Image copied from Hull Daily Mail - The tragic truth about the headless boy of Barmston Drain - a Hull urban legend - Hull Live.
19. For historic references refer to <https://www.british-history.ac.uk/vch/yorks/east/vol1/pp467-469>.
20. For a history of the tannery see the website - <https://holmes-halls.co.uk/our-history/>.
21. Image copied from National Library of Scotland.
22. Map copies from the National Library of Scotland - Greenwood, C. (Christopher), Teesdale, Henry & Bingley, J. – " To the nobility, gentry & clergy of Yorkshire, this map of the county constructed from a survey commenced in ... 1817, & corrected in the years 1827 & 1828, is ... dedicated

by the proprietors". London : H. Teesdale & Co., & C. Stocking, 1828.

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26. For further details see <https://www.echemi.com/shop-us20210422171220516/index.html>.
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30. Map located in Hull History Centre.
31. Ibid
32. Map copied from National Library of Scotland
33. Ibid