

Supplementary Planning Document 2: Heritage & Archaeology



1. Introduction

- 1.1 Heritage provides a sense of place and local identity, which people can readily associate with. It can be a focus for engagement and discussion. It can establish a platform for a wide range of activities be they economic, cultural, social or environmental and provide a basis or vision for the 'future history' of a community.
- 1.2 The historic environment is a fragile and finite resource, once an element of it is lost, it is gone forever. To ensure the historic environment is sustained for the enjoyment of future generations there is a need for collective responsibility for its care and stewardship. This requires an understanding of the nature and value of our heritage assets in order to ensure that any decisions taken and proposed changes positively preserve or enhance their unique value.
- 1.3 The value of the historic environment is enshrined in national government policy and legislation. This is articulated by local government policy and practice, and expressed in the popularity of historic buildings, places and archaeological features in the collective public mind. It is important that we accord the historic environment the duty of care it deserves when considering proposals that effect it and ensure that all interventions are carried out in a sensitive and non-intrusive manner so that future generations can continue to enjoy the heritage offer of the city.
- 1.4 This Supplementary Planning Document provides an overview of the City's heritage and identifies through policy¹⁶ in the New Local Plan how development proposals should be dealt with. The SPD informs developers and the public on the heritage assets and priorities for the Council.

2. Hull Local Plan

- 2.1 The Hull Local Plan has recently been adopted and will be used to guide new development for the next 15 years, up to 2032. In recent years, the value of Hull's history and heritage assets has become more prominent and forms a central aspect of the City Plan's vision for Hull. The local plan policy below sets out how applications involving heritage assets will be dealt with.

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 substantial public benefits sufficient to outweigh the harm or loss caused. Scheduled Monuments, Registered Parks and Gardens and Conservation Areas are shown on 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 its 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 and/ 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. 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, and 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 Areas;

c. 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 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;

f. archaeological remains and deposits relating to the Romano-British riverside settlements lining the banks of the River Hull from Kingswood to Stoneferry; and

g. the University of Hull Quarter as shown on the Policies Map.

3. Heritage assets

3.1 A heritage asset is a building, monument, site, place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. These may be designated and non-designated.

3.2 Designated heritage assets

3.3 The following heritage assets (designated under the relevant legislation) are World Heritage sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefield, Protected Wreck site and Conservation Areas. Conservation Areas are designated at local authority level by Full Council and the former are designated at national level by the Secretary of State for Culture, Media & Sport on the advice and guidance of Historic England. Schedules of the nationally designated heritage assets can be viewed online via the National Heritage List for England at www.historicengland.org.uk. For Conservation Area boundaries and adopted Conservation Area character appraisals and management plans, these can be viewed on the Council's website (www.hull.gov.uk).



Remains of Beverley Gate and town wall on display, Hull city centre

3.4 Non-designated heritage assets

3.5 In addition to designated heritage assets, the City contains a wide variety of non-designated assets. Non-designated heritage assets can be identified in a variety of ways, including assets added to a local list by the local planning authority (and viewable online at <http://www.hull.gov.uk/resident/planning-and-building-control/local-buildings-list>), assets registered on the local Historic Environment Record, during the planning process, in architectural guides

and studies, such as 'Pevsner Architectural Guides', from historic maps and town atlases and assets identified from field evaluation and surveys.

4. Historic Environment Record (HER)

- 4.1 The HER contains data on both designated and non-designated heritage assets, historic monuments, sites, finds and previous archaeological surveys and excavations. The data includes documents and photographs from geotechnical investigations to chance discoveries made by individuals and organisations. It currently holds over 30,000 records covering the boundaries of Hull City Council and East Riding of Yorkshire Council. The HER also holds copies of historic maps and aerial photographs, as well as copies of all archaeological surveys, desk based assessments, evaluation and excavation reports undertaken as part of the development process.
- 4.2 The HER is publically accessible, and can be viewed by contacting the Historic Environment Record Officer at the Humber Archaeology Partnership, Northumberland Avenue, Hull. Data can also be viewed online via the Heritage Gateway (<http://www.heritagegateway.org.uk/gateway/>)

5. Archaeology and the Development Management Process.

- 5.1 The City Council, in discussions with developers, seeks to mitigate the impact of development on archaeological remains and their settings. Archaeology is not a barrier to development, if considered at an early stage, archaeological risk can be determined and built into development programmes, to avoid adverse effects on construction, costings and delays. The importance and extent of archaeological remains determines if development proposals require modification. Archaeological remains can bring benefits to a development through offering design concepts and sense of place and provide opportunities for community involvement and public relations.



Archaeological excavation being undertaken in advance of construction, C4Di, Hull

6. Pre-application consultation

6.1 ***It is strongly recommended that potential applicants, who are considering making a planning application, seek early advice from the Humber Historic Environment Record and/or Principal Building Conservation Officer. Frequently archaeological or general conservation issues can be highlighted and, by appropriate design solutions, unnecessary costs can be avoided.***

6.2 An initial appraisal of potential development sites or works to historic buildings is made by the Development Management Archaeologist. In many cases development proposals will be too small to have any significant archaeological implications, although in certain areas even small-scale works can reveal important archaeological information. If the site is deemed to have potential for archaeological remains to be present, some of the following techniques may be advised.



Archaeological recording of medieval deposits

7. Archaeological Evaluation

7.1 The following techniques may be advised as part of an archaeological evaluation strategy. They may comprise one or more technique, to understand if remains are present within the site, and the extent, significance and level of preservation.

Key Evaluation Technique	What will it deliver?
Desk Based Assessment	<ul style="list-style-type: none"> In-depth synthesis of existing data and prediction of the type of archaeological remains that are expected, or could be impacted upon. Including documentary sources relating to the site and immediate area and interrogation of Humber HER data
Building Assessment	<ul style="list-style-type: none"> In- depth synthesis of existing records and available sources of information about the building. Informed understanding of fabric and function of building
Geomorphological mapping	<ul style="list-style-type: none"> Establishes the nature and extent of landforms and associations with particular types of archaeological remains
Geophysical Survey	<ul style="list-style-type: none"> Rapid coverage over large areas noting potential

	presence of buried archaeological remains
Sediment coring	<ul style="list-style-type: none"> • Rapid assessment of buried sites, buried land surfaces and organic deposits that may hold palaeoenvironmental information
Trial trenching	<ul style="list-style-type: none"> • Invasive technique to investigate the extent and character of sub-surface remains to be identified and assessed



Reuse of disused dry dock (industrial archaeological asset)



Archaeological excavation at Fruit Market, Hull

7.2 If archaeological features are present within the site area, (identified through archaeological evaluation, or known to survive), archaeological mitigation may be advised, as a condition on a planning application to secure the works.

Different mitigation techniques are set out overleaf:

Mitigation Technique	What it will deliver
Excavation	<ul style="list-style-type: none"> • Full recording and sampling of archaeological remains • followed by a post-excavation analysis and publication in an agreed format • deposition of archive with museum
Strip, map and record	<ul style="list-style-type: none"> • Site is stripped to reveal entire archaeological remains within a development • Features are planned and sampled to provide information sufficient to interpret the site
Watching brief	<ul style="list-style-type: none"> • Archaeological monitoring and recording over an area
Preservation in situ	<ul style="list-style-type: none"> • Remains may merit preserving in their current state • Avoiding development in the area of the remains • Appropriate foundation design
Building recording	<ul style="list-style-type: none"> • Detailed recording of parts of building affected by proposal

8. Planning Conditions

8.1 The conditions below may be used to secure archaeological investigation and recording. Dependent upon the nature of the scheme, one or more conditions may be advised.

8.2 Condition to secure mitigation

Condition:

- A) No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
 - 1. The programme and methodology of site investigation and recording
 - 2. Community involvement and/or outreach proposals
 - 3. The programme for post investigation assessment
 - 4. Provision to be made for analysis of the site investigation and recording
 - 5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - 6. Provision to be made for archive deposition of the analysis and records of the site investigation
 - 7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

- B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason:

This condition is imposed in accordance with Section 12 of the NPPF and section 16 of the Hull Local Plan as the site is of archaeological interest.

8.3 Condition to secure mitigation & evaluation

1.Condition:

- A) No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
 - 1. The programme and methodology of site investigation and recording
 - 2. Community involvement and/or outreach proposals
 - 3. The programme for post investigation assessment
 - 4. Provision to be made for analysis of the site investigation and recording
 - 5. Provision to be made for publication and dissemination of the analysis and records of the site investigation

6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason:

This condition is imposed in accordance with Section 12 of the NPPF as the site is of archaeological interest.

Followed by the use of an additional condition worded as follows to secure prior evaluation:

2. Condition:

The details submitted in pursuance of Condition no. XX. above shall be preceded by the submission to the Local Planning Authority for approval in writing, and subsequent implementation, of a scheme of archaeological investigation to provide for:

- (i) The proper identification and evaluation of the extent, character and significance of archaeological remains within the application area;
- (ii) an assessment of the impact of the proposed development on the archaeological significance of the remains;

Reason:

This condition is imposed in accordance with Section 12 of the NPPF and section 16 of the Hull Local Plan as the site is of archaeological interest

8.4 Building recording condition

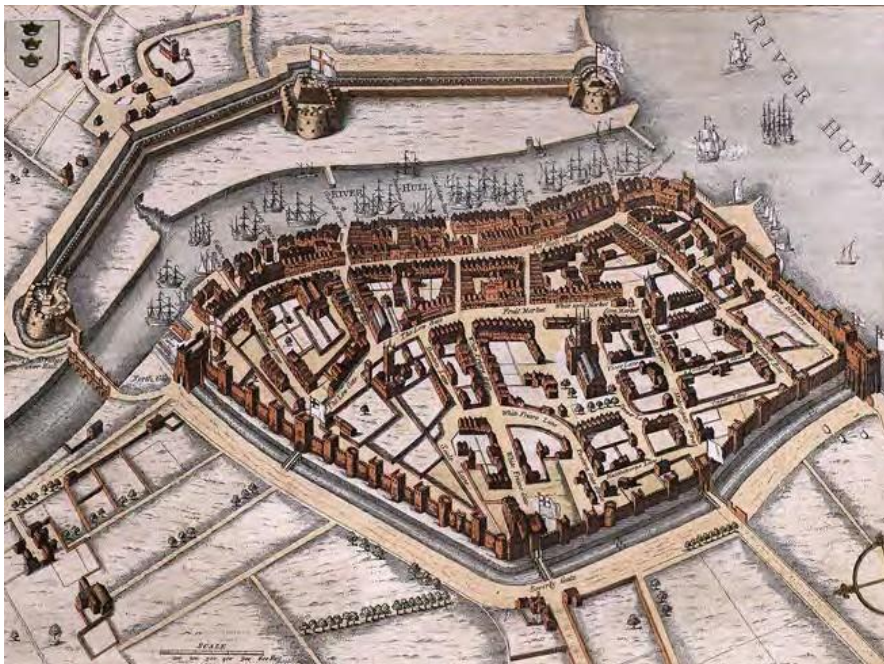
Condition:

“No development shall take place within the application area until the applicant has secured the implementation of a programme of architectural recording work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

9. Local distinctiveness and vernacular

9.1 Strategically situated at the confluence of the Humber Estuary and the River Hull, the town and city of Hull was to develop as the principal port of entry, not only for the whole of Yorkshire, but also for much of the East Midlands. Hull established itself by the end of the Middle Ages as one of the three largest towns in Yorkshire, and the second most important port on the East Coast of England: only London surpassed it in terms of the volume and wealth of trade which was passing through it. Its role enabled not only its own merchants, but also those of inland towns such as York, Beverley, Lincoln and Nottingham to trade with much of Europe and with many of England's coastal communities. Its natural outlets lie to the east, principally in the Low Countries and further north in Scandinavia, North Germany and the Baltic; however, medieval trading connections included Norway, the Baltic coasts from Denmark to Poland and the Baltic States, whilst it also had a coastal trade with Scotland and the east and south coasts of England. Today, the influences of many of those historic trading connections can be detected in some of its distinctive architecture, the choice and use of local building materials, the local accent and dialect, and even in some of the street-names and surnames of local inhabitants. Some writers have even claimed to see traces of those links in the physical appearance of the locals: Thomas Baskerville commented in his description of the town in 1677 "The women of this town have 'Dutches' faces, for they are not so clear complexioned as in the upper parts at further distance from the sea".

9.2 The origins of the town



Hollar's plan of Hull circa 1640

In 1293 Edward I purchased the borough of Wyke from the Cistercian abbey of Meaux, and founded "King's Town". Edward needed a deepwater port in the north of England from which to supply his armies in a forthcoming campaign against the Scots, and Hull proved to be an ideal choice; another major consideration was that control of the lucrative port of

Wyke (which was already handling one of the highest totals of goods passing

through any port on the east and south coasts) would pass into royal hands. This acquisition is accepted by most historians as marking the foundation of Hull; yet, the roots of the town are much older. There has been settlement and extensive human activity in parts of the modern City for the best part of the last 6,000 years.

9.3 The distinctive status of being a royal borough, and enjoying royal patronage, meant that Hull developed differently from the neighbouring parts of the East Riding, and rapidly acquired its own character and style. In 1440 it became a county in its own right, and in the 19th century was often referred to as Hullshire.

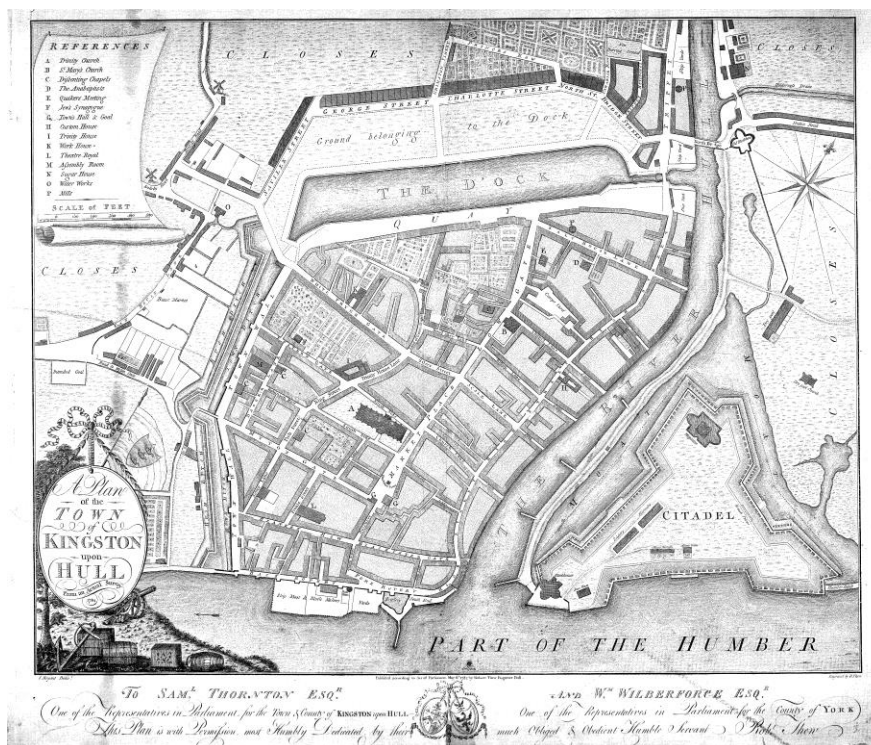
9.4 *The importance of water in shaping the town*

9.5 The Humber is a dynamic estuary, and its course has altered significantly over the last three millennia, particularly as sea-levels have fluctuated. Climate change is not a modern phenomenon, and parts of Hull have always been subject to periodic flooding.

9.6 Hull sits in a wetland landscape at the mouth of the Lower Hull Valley, characterised by marsh and creek systems until as late as the second half of the 18th century. The area occupied by what is now the Old Town was reclaimed by the Cistercian monks of Meaux Abbey, who artificially altered the course of the River Hull, and moved it to the east in the early 13th century.

9.7 During the Romano-British period the Humber foreshore lay over a half mile to the north of its modern position. The majority of the prehistoric and Romano-British settlements in the city occupied the slightly higher ground in North and East Hull: a difference in height of 2 or 3 metres above sea-level allowed

seasonal or permanent settlements. These early sites favoured raised mounds or the better drained slopes of the valley sides, where the settlements would have stood proud of the surrounding blanket bog and marsh. In the later 1st and early 2nd centuries AD the Romans established a series of small hamlets and farmsteads in North Hull, often sited in the bends of the



Thew's plan of Hull, 1784

River Hull; extending northwards from Clough Road to Kingswood and beyond – forming an extended ribbon development along the river. Other parts of the valley floor would have been covered by scrub and alder carr; so, it was not until the clearance and reclamation of these areas in the late Saxon and Viking periods that the pattern of small villages, such as Sculcoates, Drypool, Newland, Marfleet and Sutton, began to emerge. Though now subsumed within the boundaries of the modern City, each of these early medieval settlements still has its own distinctive character, and most still have recognisable historic cores and remnants of surviving strip fields.

- 9.8 The medieval roads leading northwards and westwards from the Old Town were subject to frequent flooding and frequently breached and washed away – making journeys by road both hazardous and unpredictable. As a result, commerce was carried routinely by water until a group of wealthy freeholders began to systematically drain much of what is now North Hull in the later 18th century; which would gradually reclaim land and enable the construction of the modern estates of Greatfield, Noddle Hill, Sutton Fields, Sutton Park, Ennerdale and Orchard Park.
- 9.9 Hull's ability to control the management of water proved a blessing during the English Civil War: it was able to withstand two Royalist sieges in 1642-3 by a combination of cutting the flood banks outside the town, and continuing to provision the town by sea. The seamanship and skill of its sailors was legendary, but the fast-moving tides and shifting sand-banks of the estuary posed a constant hazard and a dangerous working environment. Hull's Trinity House is first mentioned in the mid 14th century, but in the 1450s its character was to change substantially, when it became a guild of shipmasters and mariners, and began to take the lead in regulating shipping on the Humber. In 1512 the Guild assigned competent pilots to bring ships in and out of Hull safely.
- 9.10 The shape of the city continues to be shaped by the water to this present day with the Council working closely with the Environment Agency, Yorkshire Water and the East Riding of Yorkshire Council to manage water through improved flood defences and the C? of new flood storage areas.
- 9.11 ***The shape of the Old Town and the development of its docks***
- 9.12 The Old Town was bounded to its south and east respectively by the Humber and the River Hull; the alignment of its north-western side was determined by the original course of the river – the Auld Hull – an alignment still preserved today in the main axis of Queen's Gardens.
- 9.13 The shape of the High Street mirrors that of the modern River Hull. At the end of the 13th century the eastern edge of High Street formed the quayside, with the river laying immediately to its east; during the course of the next 400 years the west bank of the Hull was pushed eastwards, as land was steadily reclaimed from the river to create space for new wharves, long linear warehouses and distinctive staiths running east from the



Old street name, Hull Old Town

street to the river. The former presence of other old watercourses running through the Old Town are similarly preserved in the layout of streets such as Lowgate, or the curving line of Land of Green Ginger, Trinity House Lane, King Street, Sewer Lane.

- 9.14 By the later 18th century the growth of the port was such that the Old Town was densely overcrowded, confined within the medieval Town Walls. Ships were forced to lie at anchor out in the river, before they could land at any of the waterfronts. The Town Walls and Gates were demolished, and a circuit of new docks constructed in those areas previously occupied by the medieval Town Ditch. Between 1776 and 1829 three new docks were excavated around the northern and western sides of the Old Town, creating a one-way passage from the Hull to the Humber: after unloading its cargo at a waterfront on the Hull, a ship could pass through the Queen's Dock into the Junction Dock, and then via the Humber Dock, back out into the Humber.
- 9.15 As Hull's shipping continued to grow during the 19th century, additional docks were added to the east and west of the Old Town, extending along the Humber foreshore, and also developing the east bank of the Hull. To the west were Railway Dock (1846), Albert Dock (1869), William Wright Dock (1880), and St Andrew's Dock (1883 and 1897); to the east included Victoria Dock (1850), and Alexandra Dock (1885). The following century was to see the network of docks extended even further, with the construction of Riverside Quay (1907), the King George V Dock (1914), the Queen Elizabeth Dock (1969).
- 9.16 During the 19th century and early 20th century, Hull also became one of Europe's largest migratory ports. It was common practice for European transmigrants to take a ticket to Hull, and then a combined ticket from Hull to Liverpool by rail then onto America or Canada.
- 9.17 During the 21st century Hull's old town heritage was recognised nationally through its designation as one of the first 10 Heritage Action Zones nationally.

10. *The fishing and whaling industries*

- 10.1 Hull was a major fishing port by the beginning of the 14th century. The medieval fish market was sited in Fish Street in the Old Town, but by the 17th century it had moved to the market place, and from 1805 to Humber Street, by 1888 it had moved to the docks, and in 1895 a wholesale fish market was held at Paragon Station. In the second half of the 19th century the growing volume of fish being landed in the port led to the rise of fish-processing industries, which at first were concentrated around the Albert Dock area. By 1928 a wholesale fish market was held near St Andrew's Dock, and this and the environs of Hessle Road became a focal point for the fishing and fish-processing industries.

10.2 The growth in trawling in the 1840s and 1850s led to the development of a fish-curing industry. Smoking-houses were once a familiar feature of parts of Hull associated with the latter; most have now been demolished, but remains of a handful can still be seen, mainly to the north of the extant and former western docks.

10.3 The town's whaling industry began in the late 16th or early 17th centuries when Hull seamen developed the Trinity Island whale fishery, but it gained a new lease of life in the 1760s when Hull boats began to exploit the whaling grounds off Greenland. Hull became one of the largest whaling ports in Britain – with the peak of its growth occurring between 1815 and 1825. The Greenland waters were massively over-fished, and after 1822 the trade shifted to new grounds off the Davis Strait; a little over a decade later, these too had been over-exploited, and there were too few whales left to support the industry, which rapidly declined.



Bacon smoke- house (similar to fish smoke-houses), Wellington Street, circa 1930s

11. ***Shipbuilding and ship repairs***

11.1 In the medieval period all crafts relating to the construction, outfitting and repair of ships and boats were based within the Old Town, but the opening years of the 17th century saw the establishment of new shipyards to the north of the town, on the west bank of the Hull; the first of these was opened in 1607 by the Blaydes family, with others following in the 1630s. By the 18th century the industry had spread northwards along Wincolmlee, and additional yards and dry docks were later to be established along the east bank of the Hull.

11.2 By the end of the 18th century Hull had become one of the three leading English ports that were engaged in shipbuilding; however, the size of the vessels which could be launched into the Hull was restricted by the width and depth of the river. Medium-sized naval ships (such as the 80-gun *Humber*, launched in 1693, or the collier *Bethia* of 1784, later converted into the better-known *HMS Bounty*) were built in the town.

12. ***Local styles of buildings, and the use of building materials***

12.1 The lack of readily available building stone within the area meant that any stone used had to be brought some considerable distance, thereby increasing its costs. As a result, very few buildings in Hull were built wholly of stone, documentary references to a tiny number of medieval stone buildings were the exception.

- 12.2 Before 1500 the bulk of the houses in the town would have been built largely of timber, using post-and-truss construction. Major uprights in the walls would have been of timber, but wall panels would have been made of clay mixed with other materials, or, in some cases, would have been infilled with brick. The best surviving example from this period is no. 5 Scale Lane – a jettied building which may date back to the 1420s. Many of the earlier houses would have been roofed with thatch, but most public buildings and the houses of the wealthier sections of society would have had houses roofed with fired-clay roofing tiles.
- 12.3 Ceramic building materials had been introduced into Britain by the Romans, but went out of use with their departure in the 5th century. The manufacture of clay roofing tiles was reintroduced into this area in c. 1150, and standard peg tiles were made in their thousands in Beverley until at least 1700; thereafter, they were gradually replaced by pantiles (which copied the shape of contemporary Dutch and Flemish tiles). The first record of pantiles (imported from Holland) being used in the area is for the rebuilding of the Master's House at the Charterhouse in 1663.
- 12.4 Brick was used in Hull by c. 1285, as the east end of Holy Trinity was constructed largely of this material. By 1302 the Town Corporation had its own brickyard, and the records of its production during the first half of the 14th

century still survive: in most years it was producing upwards of 90,000 bricks – many of which were probably used in the construction of Hull's public buildings, and later it's Town Walls.



Dutch –style shaped gables and pantiles on the Master's House, Charterhouse, Hull c. 1650

- 12.5 Hull's medieval churches, Guildhall, gaol, and Town Walls and Gates, all incorporated large quantities of brick: though stone was often used sparingly as distinctive detail for the



Hull Charterhouse, 1778-80

surrounds of doors, window jambs and lintels, pinnacles, corbels, battlements, and occasionally for buttresses. This is a distinctive sub-regional tradition, and gave medieval and early post-medieval Hull a very different appearance from that of York, or any of its contemporaries in Yorkshire.

- 12.6 Continental influences were by no means restricted to simply copying the use of ceramic building materials. The use of curving (or “Dutch-shaped”) gables is evident in the Old House in Dagger Lane (demolished in 1943), and also in the Master’s House at The Charterhouse; those two examples are of 17th-century date, but there are later examples in houses in Salisbury Street, Ella Street and in a row of shops on Princes Avenue. One of the commonest forms of gable used in the Netherlands is the stepped gable (*trapgevel*), or crow-stepped gable, and a 19th-century illustration shows the outline of such a gable picked out in decorative plaster on the end-wall of no. 1 Market Place.
- 12.7 The frontages of some of the Old Town’s best-known buildings of the second half of the 17th century feature elaborately decorated brickwork – with the detail picked out in stone - typical of the *Artisan Mannerist* tradition; a style of building found on both sides of the North Sea, some of the best parallels for the Hull buildings can be seen in the North Netherlands, and it is likely that it is these models which provided the influence for our own buildings. The most elaborate example of this style surviving in Hull is Wilberforce House, dating to the 1660s; similar detailing can be found at Crowle’s House (1664), both buildings are attributed to William Catlyn (1628-1709), who was the foremost bricklayer working in Hull in the second half of the 17th century. Catlyn was also responsible for the construction of the Master’s House and chapel at the Charterhouse (1663 and 1673, respectively), refurbishing the old Guildhall (in 1681-2), and oversaw the building of the Market Cross (1682); whilst many of these structures have now gone, elements such as the curving gables at the Master’s House show clearly that he was well aware of contemporary Dutch architecture.

13. *The expansion of Hull after 1780*

- 13.1 A new industrial suburb developed to the north of the town, extending northwards along Wincolmlee; where mills, refineries, tanneries, and paint and chemical companies were sited. The construction of



Bird's-eye view of Hull by Frank Pettingell, 1880

these new manufacturing premises was also accompanied by an expansion in the building of extra-mural residential suburbs. The first of these was centred on George Street; the start of the creation of the New Town, and some of its early buildings, dating from the 1790s and early 1800s still survive today as Designated Heritage Assets. However, contemporary with this well-planned development was the creation of areas of working-class court housing in the area to the north-west (towards what is now Mill Street), and to the west (in the area around what is now Porter Street) of the Old Town: these were the far less desirable districts of North and South Myton, which were to become the new slums of the expanding town.