



Spring Bank Conservation
Area Masterplan
Published June 2024



Figure 1 Photograph along Spring Bank looking west from the Ferensway junction approach (Author, 2023)

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Appendix A —Spring Bank Conservation Area Management Plan (North Side)

Appendix B —Spring Bank Conservation Area Management Plan (South Side)

1 Introduction

This report has been prepared by Seven Architecture on behalf of Hull City Council as part of a wider assessment of the Spring Bank Conservation Area which comprises of the following documents :-

- Spring Bank Conservation Area Appraisal
- Spring Bank Shop Front Design Guide
- Spring Bank Management Plan

The purpose of this document is to outline the findings of the research undertaken on the Spring Bank Conservation Area and to set out general principles for areas of improvements to the street. This document can be used to inform further, more detailed, design development in due course that would enhance the character of the street and improve the setting of the Conservation Area.

This document also sets out the improvements required as identified through public consultation that has already been undertaken.

Spring Bank has the potential to become a primary district centre for the wider Spring Bank/Spring Bank West/Princes Avenues residential areas. It has however, suffered from neglect over more recent years since its designation as a Conservation Area. Spring

Bank is an area with its own unique character with the opportunity to provide high quality housing, shops, cafes, restaurants and community uses that are a focus of activity throughout the day and night.

In order to achieve this, action is needed to improve the quality of both the built environment and the public realm.

Following publication during early 2024 the document was approved for publication by Planning Committee 18 June 2024. The document will a material consideration within the planning process.

2 Description

2.1 Current character

The character of Spring Bank can be defined as a primary local distributor route that connects Hull city centre to the wider city. Spring Bank is a wide street with low rise 2-4 storey buildings to each side, creating a sense of openness and high levels of natural daylight along its length.

The historical evolution of Spring Bank has created a street of historical importance, with architectural styles ranging from the classical Georgian architecture from the 1830's, through early Victorian and the highly decorative late Victorian periods. This has created a street that evidences its architectural evolution and is an important street in the growth of the city of Hull in the 1800's-1900's.

Since the designation of Spring Bank as a Conservation Area, various changes have happened that have diminished the quality and character of the Conservation Area both to the buildings and to the public realm. The urban character of the street has been reduced with the increased dominance of vehicles. Although steps have been made to provide shared cycle routes along Spring Bank, these often merge with bus stops and the main flow of traffic and are perceived by some to be unsafe. Cyclists often use the footpaths as a safer alternative. The outward creep of the vehicle lanes towards the retail and residential properties has also diminished the quality of public and private realm. Footpath widths have reduced and the busy, hostile character of the street has led to many of the once grand 3-4 storey private houses to be



Figure 3 - Photograph of Stone Boy House (Author, 2023)



Figure 2 - Photograph of No 151 -157 Spring Bank (south side)

converted into houses of multiple occupancy. This creates a lack of pride in the boundary treatments and lack of maintenance to front gardens which further reduces quality. There is also a lack of green space on, what was once, a tree lined street. Spring Bank has the potential to be a street that has a distinct urban character that maximises the potential provided by the generous width of the street between buildings. The urban form and the building scales allow high levels of daylight throughout the day, particularly to the north side of the street.

The architectural character of Spring Bank varies dramatically, from the simple and restrained style of the Georgian properties towards the east, to the highly decorative late Victorian buildings towards the west. The variation in architectural style along its length creates a high level of visual interest.

The variety of uses along Spring Bank contributes to its special character, with residential, office, retail, food, drink and community uses. This character creates a richness and vibrancy and could contribute to a sense of safety and security, with day and night time uses that bring activity and life to the street.

Spring Bank has the potential to harness its unique character to create a vibrant district centre, connecting the wider residential areas to the city centre through enhanced public realm, public transport links and cycle routes, creating a street that has activity throughout the day and night with a variety of complimentary uses.



Figure 4 - Conservation Area Character Appraisal



Figure 5 Spring Bank Shop Front Design Guide

3 Public Consultation Feedback

From May to September 2023, fortnightly public consultation meetings were held on Spring Bank to obtain feedback from local residents, business and building owners on the issues that need to be addressed on Spring Bank. The following provides a summary of the key themes from the Consultation Events.

Lack of control over refuse storage and lack of bins	Lack of visibility into ground
Crime is a frequent problem in the area	Rat and mice due to refuse
Hygiene and safety issues within buildings (fire safety and building control)	Nobody uses the cycle paths and instead ride on the
Roller shutters create inactive shopfronts, particularly at night	Lack of pride in the design/installation of
Lack of police presence and enforcement	Lack of planning enforcement
Over-sized and inappropriate signage	Low use of the cycle paths and use of pave
Goods displayed outside extending beyond ownership boundary causing poor accessibility for pedestrians and wheelchair users	Limited street and building lighting in the evenings does not encourage evening
Too many cars and fumes	Not enough parking
Lack of cafes and outdoor seating areas	Limited evening activity and uses adds to lack of security
Anti-social behaviour	Lack of public seating areas
Graffiti	

Spring Bank Conservation Area Regeneration Plan Project



Hull City Council & Seven Architecture are leading on a project to prepare new management documents for the Spring Bank Conservation Area. Feedback is wanted from residents, business owners and visitors to the area to inform on the future plans for the Spring Bank Conservation Area. You can be involved with the project and provide feedback in the following ways:

Drop In Sessions

Project members will be visiting shops and businesses along Spring Bank between 10:00am - 3:00pm on the 14 August.

Workshops at the Spring Bank Community Centre

Please drop-in to the centre to talk about the conservation area and provide feedback on draft documents at any time between the following times -

- 12:00-3:00pm on the 30 June, 28 July, 8 September & 29 September
- 4:00-7:00pm on the 31 August

Walking tour

Join in on a walking tour to understand the history and architecture of the Conservation Area on the 7 July between 12:30-3:00pm. Numbers are limited to 25 and can be booked via the following link:



Images from the Hull Then and Now series by Paul Gibson

Figure 6 - Leaflet distributed to promote the Consultation meetings, drop-ins and walking tours. Images from Hull Then and Now series by Paul Gibson. (Gibson, Hull Then and Now, Volume 1, 2008)

As part of the consultation process an online survey was undertaken to capture general and specific feedback from the local community. A total of 31 responses to the survey were received. The following key findings were identified :-

Q1 Your use of Spring Bank

The majority of survey responses were from people who travel through or are a regular visitor to Spring Bank. 9/31 people live in the Spring Bank Area, 6/31 work in the area and 4/31 own a property in the Spring Bank area.

Q2 How long have you lived in the Spring Bank Area?

67% of people responding have lived in the area for 10+ years, 22% for 5-10 years and 11% for 1-2 years.

Q3 How long have you worked in the Spring Bank Area?

Q4 How long have you owned a property in the Spring Bank area?

Q6 For what reason do you regularly visit the Spring Bank area?

The majority (8/31) of people visit shops/businesses on Spring Bank, 6/31 socialise/visit pubs, restaurants and cafes and 4/31 visit friends and family.

Q10 Thinking about Spring Bank, how would you rate the following?



Figure 7-Extract from Mailchimp Survey Q10. (Hull City Council, 2023)

Q11 Would you say the following have got worse, stayed the same, or got better in the Spring Bank area over the past year?



Figure 8 - Extract from Mailchimp Survey Q11 summary. (Hull City Council, 2023).

Q12 Which of the following do you think should be prioritised for improvement in the Spring Bank area?

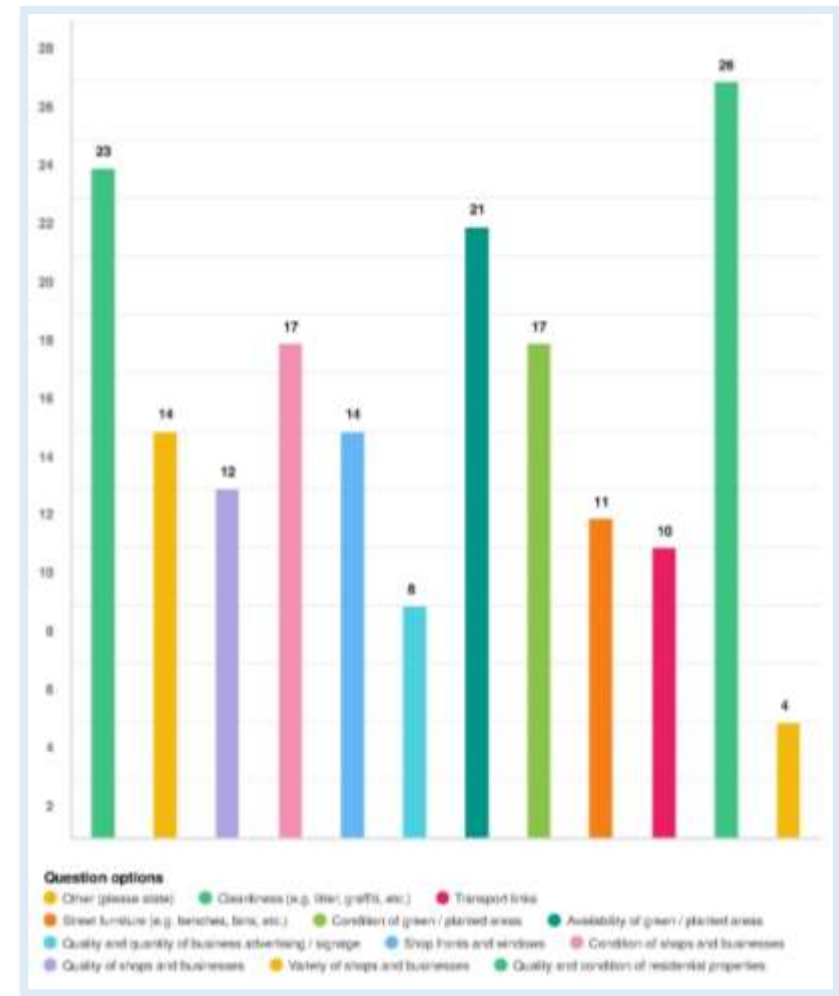


Figure 9 - Extract from Mailchimp Survey Q12 summary. (Hull City Council, 2023)

Q14 How much do you agree or disagree with the following statements?



Figure 11 -Extract from Mailchimp Survey Q14 summary. (Hull City Council, 2023)

Q15 Which of the following applies to you?

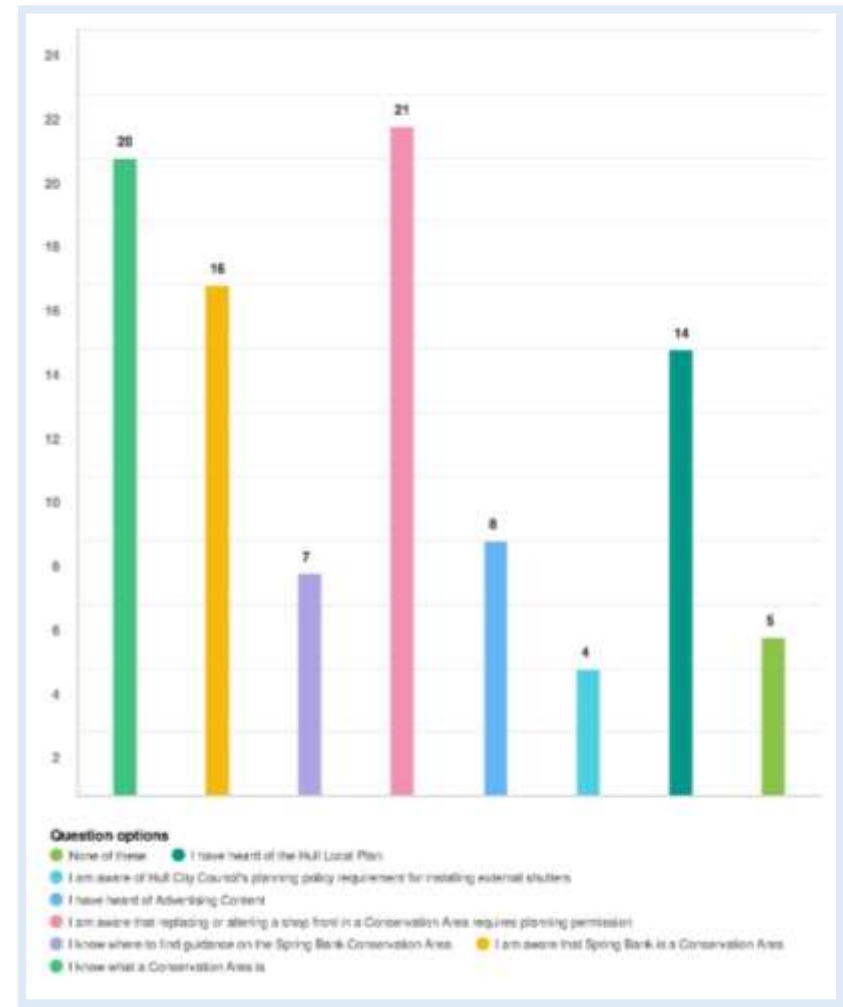


Figure 10 - Extract from Mailchimp Survey Q15 summary. (Hull City Council, 2023)

Q16 How much do you agree or disagree with the following?

- a) Spring Bank benefits from being a Conservation Area
- b) Local people benefit from Spring Bank being a Conservation Area

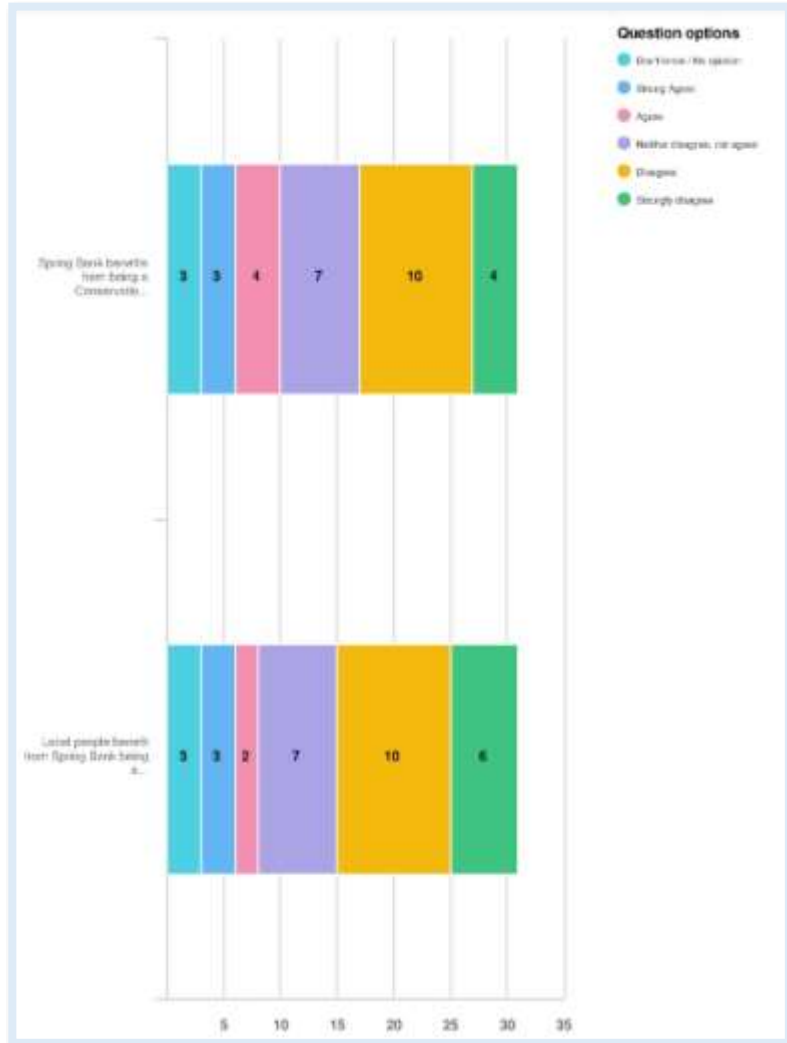


Figure 13 - Extract from Mailchimp Survey Q16 summary. (Hull City Council, 2023)

Q20 Are you interested in the following?

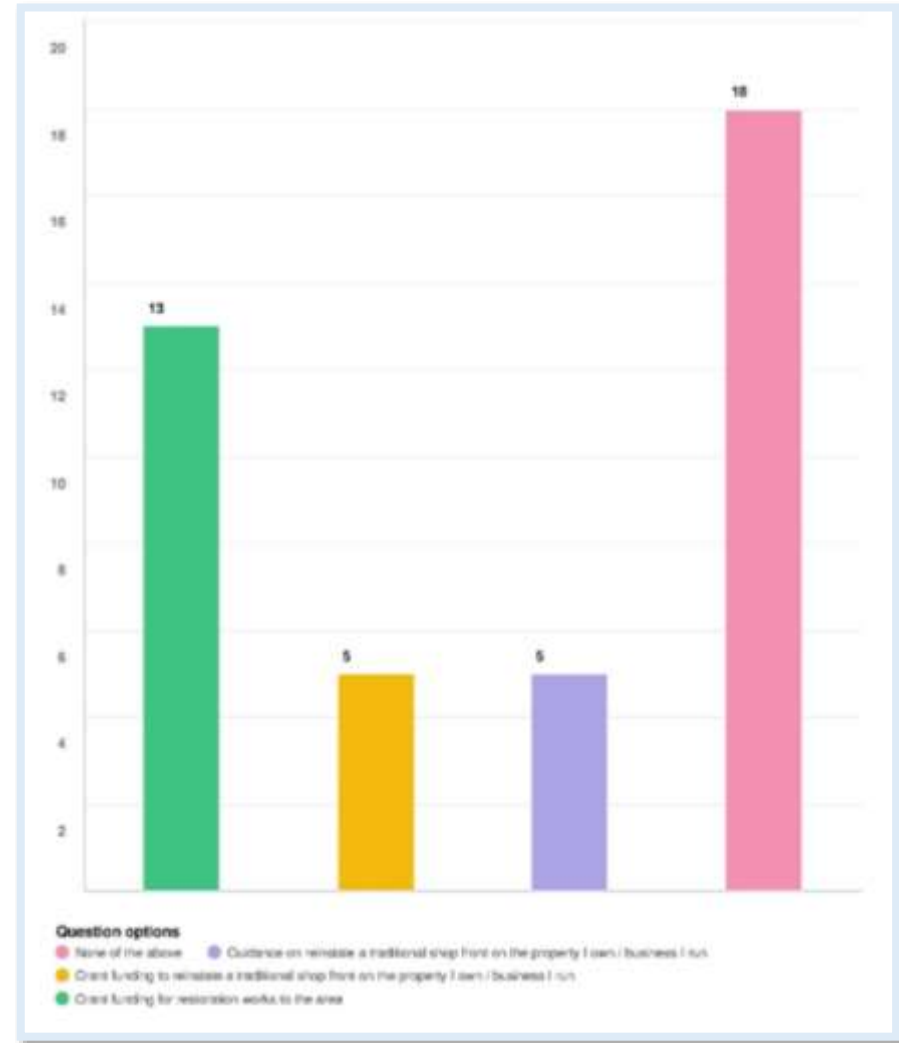


Figure 12 - Extract from Mailchimp Survey Q20 summary. (Hull City Council, 2023)

4 Strengths, Weaknesses, Opportunities and Threats (SWOT)

The following provides a summary of the anonymous feedback provided through the online survey to capture the key themes relating to Spring Bank.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Beautiful old buildings	Changes have not been respectful or in keeping.	Community spirit centred around Spring Bank.	Safety, crime and security.
Multicultural uses	Feels like a collection of market stalls.	Potential for more trade and visitors, day and night.	Traffic noise, safety and speeding.
Nice details to buildings	Many shops sell the same things.	Regeneration.	Health issues (drugs/alcohol).
Good sense of community	The noise.	More trees and greenspace.	Poverty.
Multicultural food on offer	Persistent and busy traffic	Restoration of shopfronts.	Traffic pollution / air quality.
Trees on the unused land	Sad, hostile and unfriendly	Improve natural surveillance.	Vermin caused by refuse.
Victorian architecture	Cleanliness and upkeep	Dutch-style cycle routes.	Lack of use of cycle lanes.
Bright colours of the food on display.	Build-up of rubbish dumped on the street.	Restoration of Victorian and Georgian architecture.	Drug use and anti-social behaviour.
Cycle lanes	Poor cycle lanes.	Reduce traffic.	Street clutter.
Hull Deaf Centre	Too many fruit markets.	Improve bus travel.	Poor level of accommodation.
The architecture of the pubs	The road junctions and crossings.	Increase active travel.	Gentrification which would disperse the community.
Bus lane	Metal shelters to some shops.	Integrated ethnic groups.	Racism.
Choice of food, restaurants and take-aways	The waste land next to the Polar Bear.	Improve pedestrian links to the city centre (Ferenway).	Junction at Spring Bank West is intimidating for pedestrians.
The vibe	Kwik Fit building and Hi Q garage.	Bring professionals back to the area and the city.	Private car use.
Cultural diversity	Graffiti.	Mix of cultures.	Illegal trade.
My house and my neighbours	Old Iceland car park.	Variety of food on offer.	
Proximity to the City Centre	Lack of green features.		
Good transport links	Fighting and unsocial behaviour.		
Fine residential properties	Fly tipping.		
Fruit and veg shops	Dilapidated state of buildings.		

5 Vehicular routes

5.1 Existing vehicular routes

Spring Bank is a primary route to the city centre from the residential areas towards the north-west. The wide road historically associated with Spring Dyke, was originally designed as a public transport route, with trams connecting the city centre with the surrounding residential areas.

The width of Spring Bank and the distance between the buildings has become its downfall, as increased use of private cars has led to Spring Bank evolving into a primary route into the city centre. The central two carriageways are for use by general traffic and the outer two lanes providing a shared bus and cycle lane. During peak times, four lanes of traffic can be found along Spring Bank with heavy congestion, particularly at key junctions, which has led to the street becoming dominated by cars and vehicles. The levels of traffic have created a hostile environment with high levels of noise along with toxic exhaust fumes which discourages people using the sometimes limited footpaths along the length of Spring Bank.

As a result of the development and creation of principal traffic routes across the City, Spring Bank has become one of the major routes providing vehicular access to the city centre. The number of road junctions coming off Spring Bank onto the surrounding residential streets also contributes to the levels of traffic, causing congestion at key junctions. The creation of parking lay-bys outside the shops further adds to the dominance of the car.

The widening of junctions to manage the traffic flow has led to the encroachment of the road towards the former residential properties. This is particularly evident towards the junction with Spring Bank West / Princes Avenues, where the gardens to the former houses have been lost to create the traffic light junction.



Figure 14 - Photograph showing the four lanes of traffic along Spring Bank (Author, 2023)



Figure 15 - Photograph from the junction of Spring Bank with Spring Bank West/Princes Avenue showing the four lanes of traffic (Author, 2023)

5.2 Plan showing existing vehicular routes



Figure 16 - Plan showing primary and secondary vehicle routes on Spring Bank (Author, 2023)

5.3 Proposed vehicular routes

Spring Bank has the potential to create an important route into the city centre using a variety of transport modes. Meetings with the Highways Department have been undertaken in the preparation of this document and Spring Bank is identified as a major vehicle route into the city and reducing its use by diverting traffic elsewhere is not achievable.

As car purchases move away from petrol or diesel engines towards electric and hybrid vehicles, this will have a considerable impact on the environment of Spring Bank in the short term, reducing the levels of engine noise and toxic fumes, thus improving the quality of the environment on the street.

Attitudes towards using sustainable transport modes are also changing and a greater awareness of the impact that vehicles have on the environment is changing the perception of public transport use. It is important that the future Masterplan for Spring Bank considers a continued prioritisation towards use of sustainable transport through continued improvements to bus networks. The use of electric buses along Spring Bank would further lift the quality of the street by improving air quality and reducing noise.

By rebalancing the focus away from the use of private vehicles towards the creation of a pedestrian, cycle and bus friendly environment, could enable Spring Bank to fulfil its real potential. In the long-term, the shift away from the use of private vehicles for daily commuting and an overall reduction in traffic is however critical in unlocking the full potential of Spring Bank as an important district centre.



Figure 17 - Spring Bank as a Community Shopping Centre - 1994.



Figure 18 - Low levels of traffic in Spring Bank 1994.

6 Service Access and Car Parking

6.1 Existing service access / car parking

The current public realm treatment on Spring Bank includes the provision of parking lay-bys outside retail units. Although these are essential in providing service and delivery access to the retail units, they are also used as parking bays for customers accessing the shops. These car parking bays are restricted to 1 hour maximum stay Monday-Saturday 7:30am-6:30pm.

Although these are important to encourage customers to use Spring Bank shops and food establishments, they add a further layer of vehicles to the four lane carriageway. In some areas of the street there are 6 lanes of traffic/vehicles between the north and south side of the street.

During the commuter rush hour, Spring Bank is heavily congested, with all four lanes at a standstill with traffic. However, outside of these hours, during the day and night time, the amount of traffic is noticeably reduced. During these quieter times, the four lane carriageway appears to be excessive and under utilised.

The existing car parking lay-bys benefit from being a high-quality block paved finish.



Figure 19 - View along the south side of Spring Bank showing the impact of on-street parking (Author, 2023)



Figure 20 - View along the north side of Spring Bank showing the impact of on-street parking

6.2 Plan showing existing service access / car parking



Figure 21 - Plan showing the locations of service lay-bys / on street car parking

8.3 Proposed service access / car parking

In order to rebalance the priority of traffic towards a more sustainable primary access route, careful consideration needs to be made on how this can be feasibly delivered within the physical constraints of the street.

Public Realm Improvement Options.

Limiting the times of usage of the service/lay-bys for delivery and servicing.

Reduced hours of use for the parking to outside peak hours.

Removal of car parking completely with only service access provided outside peak times.

Temporary closure of parking/service bays to provide weekend food markets and external trade during the summer months.

Installation of removable bollards to allow temporary closure of service bays for alternative use



Figure 22 - How car parking areas could be utilised outside peak times for outdoor dining (Architects Paper, 2020)



Figure 23 – Potential to create regular food markets within car parking bays to allow vendors to sell goods on the street would encourage footfall and exposure to the variety of foods on offer on Spring Bank (5 Best street food markets in London, 2022)

7 Pedestrian routes

7.1 Existing pedestrian routes

As many of the buildings along Spring Bank were originally designed for residential use with generous front gardens, since their conversion to retail use, they benefit from extensive external areas within the boundary of the unit.

However, the volume of cars along the 4 lane carriageway creates an unwelcome environment for pedestrians. High levels of noise and car fumes make the street an unpleasant environment for pedestrians.

Along the length of Spring Bank there are limited opportunities to cross from the north to the south side which discourages the use of both sides of the street by pedestrians. With only 5 crossing points between the primary junctions at Ferensway to the east and Spring Bank West/Princes Avenue to the west, pedestrians tend to walk down one side or the other, rarely both.

The number of road junctions coming off each side of Spring Bank further contributes to the poor pedestrian experience.

Where buildings were originally designed for retail use, the width of the pavements is often narrow with barriers, bollards, bins and bus shelters further reducing the pedestrian area. The introduction of parking lay-bys along Spring Bank has also reduced the width of the street and contributed to the negative pedestrian experience.



Figure 24 - Photograph from the junction and pedestrian crossing of Spring Bank with Park Street (Author, 2023)



Figure 25 - Photograph from the junction and pedestrian crossing of Spring Bank with Spring Bank West and Princes Avenue (Author, 2023)

7.2 Plan showing existing pedestrian routes



Figure 26 - Plan showing the existing pedestrian routes and crossings on Spring Bank

7.3 Proposed pedestrian routes

The generous width of Spring Bank provides the opportunity for Spring Bank to become a thriving street that supports the local community with a pedestrian friendly environment.

The former gardens to the residential properties, now paved as part of the streetscape, provide generous areas where retail and leisure uses can 'spill-out' onto the street whilst still providing generous footpaths.

The opportunity to dwell on Spring Bank should be encouraged through the use of removable tables and chairs and would encourage day and night time uses. By promoting day and night time uses, the street will have a greater level of natural surveillance, therefore creating a safer environment for pedestrians.

Movable planting screens can be used to create a defined edge to the outdoor spill-out space and also create an acoustic buffer to noise along Spring Bank.



Figure 27 - Potential to create defined outdoor seating areas, particularly to the north side of Spring Bank (Outdoor Dining in Liverpool, 2023)



Figure 28 - Mobile planters to define external seating areas and provide a noise buffer to the street (planters for restaurants and outdoor dining areas, 2024)

8 Cycle routes

8.1 Existing cycle routes

Hull City Council recently installed a dedicated shared bus and cycle lane along Spring Bank, intended to create a cycle friendly route into the city centre. This has, however, been somewhat unsuccessful with cyclists often using the pavements as a safe route. This is thought to be due to the hostility of the traffic along Spring Bank and the lack of segregation between cyclists and vehicles.

Historically the width of Spring Bank created a generous promenade, with trams to each side of a tree lined boulevard, room for cyclists and wide pavements for pedestrians. The gradual evolution of Spring Bank and the dominance of vehicles however, created through the widening of the road to four lanes, has eroded the use of Spring Bank by cyclists.



Figure 29 - Photograph showing the existing cycle routes and conflicts with turning traffic (Author, 2023)



Figure 30 - Photograph of the existing cycle lane showing the conflict with the car parking / service bays

8.2 Plan showing existing cycle routes



Figure 31 - Plan showing the existing shared cycle routes

8.3 Proposed cycle routes

The width of Spring Bank and the distance between the buildings provides an opportunity to enhance the experience for cyclists by providing segregated and dedicated cycle routes.

In the short-term, it is not possible to divert traffic away from Spring Bank to enable the implementation of dedicated cycle routes as this would have a significant impact on the wider street network.

In the long-term, however, as private car purchase and use declines in favour of more sustainable modes of transport to minimise the impact on the environment, the future improvement of Spring Banks cycle network may be possible.

The implementation of a Dutch style approach where hard and soft landscaping is used to separate vehicles from cyclists could be adopted in the future to create a safer environment for cyclists.

Encouraging the use of cycles as a sustainable mode of transport for commuters will also have a positive impact of reducing the use of private vehicles and reduce carbon emissions.



Figure 32 - Dutch style cycle paths with separation between cycle path and traffic (Pinterest, n.d.)



Figure 33 - Cycle routes in Manchester with landscape buffers between cyclists and vehicles (Wikipedia, 2023)

9 Bus routes

9.1 Existing bus routes

Due to the high demand on Spring Bank as a commuter route providing direct access to the city centre from the wider residential areas, Hull City Council have, in recent years, installed a dedicated Bus Lane.

Although this has provided quicker access for public transport to the city centre and beyond, the creation of a four lane highway along Spring Bank has consequently had a negative impact on the environment along Spring Bank. The creation of four lanes of traffic creates a high volume of congestion, noise and vehicle fumes during peak times and is having a negative effect on the local environment.

Bus stops are provided along Spring Bank with the following routes and destinations:-

- 3 Hull Interchange – Orchard Park
- 3B Hull Interchange – Bricknell Avenue Estate
- 5 Hull Interchange – Kingswood
- 54 Hull-Willerby Square
- 103 Hull – The Lawns via Newlands Avenue
- 104 Hull -Castle Hill Hospital via University and Cottingham



Figure 34 - Photograph showing the existing shared Bus Lane and cycle route (Author, 2023)



Figure 35 - Photograph showing the existing shared Bus Lane and cycle route (Author, 2023)

9.2 Plan showing existing bus routes

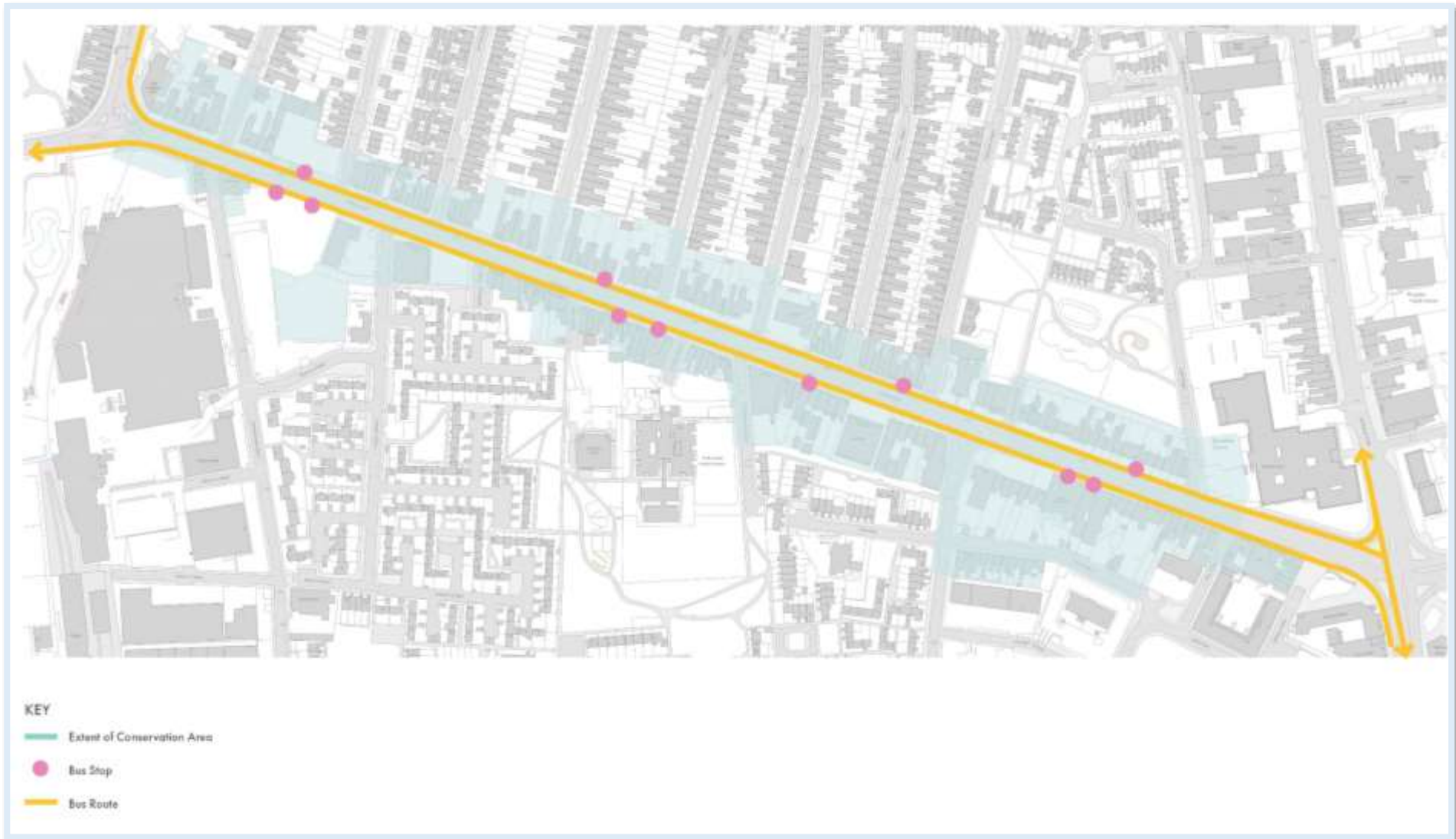


Figure 36 -Plan showing existing bus routes and bus stops

9.3 Proposed bus routes

The historical photographs of Spring Bank from the early 1900's show how Spring Bank has the potential to become a pleasant environment, providing a focus of activity for the local community and that provides primary public transport links to the city centre.

Although the reintroduction of trams along Spring Bank is unlikely, there is the potential for Spring Bank to be focussed around providing high quality, fast and regular bus routes into the city centre.

To achieve this would require a reprioritisation of traffic with a focus towards promoting more sustainable modes of transport and a drive towards the reduction of cars and private vehicles. In the short-term, the redirection of traffic away from Spring Bank is not considered feasible. However, as the reliance on private cars, particularly for commuting, reduces, improvements to the bus network could be achieved in the long-term.

In addition, the introduction of a local network of electric buses serving Spring Bank and the local area would further enhance the environment by omitting noxious fumes from public transport in the future. If the current trial by Hull City Council of electric buses is rolled out as a city wide strategy, this would have a positive impact on the environment along Spring Bank by reducing air pollution and noise levels.

The installation of new high quality bus shelters including active travel displays providing live updates on arrival times could also be considered to provide a reliable service for local residents.



Figure 37- Historical photograph from C1905 showing the tram route along Spring Bank. (Hull Daily Mail, 2023)

10 Natural environment

10.1 Existing trees/green space

Spring Bank originated from the former Spring Dyke, created to manage flood risk and water flow and to protect Hull city centre. When Spring Bank was developed into a primary route into the city, grand dwellings were developed in what was then a semi-rural setting. In the late 1800's, Spring Bank evolved into a district centre with trams providing transport links and trees along its centre, reducing the perceived scale of the street and introducing a more natural environment.

Since the tree boulevard was removed in the 1950's the extent of green space has continued to be diminished. The change of use of former residential dwellings to offices and houses of multiple occupancy has led many of the former front gardens to be lost to create off road car parking, to improve security or to create low maintenance gardens. This has led to the removal of trees and shrubs that once contributed to the character of the street.

The site on the corner of Hutt Street and Spring Bank was a green space in Victorian times. In the 1980's permission was granted to build the Hi Q garage on the former green space site. The Chapels originally built along Spring Bank provided a break in the dense urban form, often surrounded by green space. These chapels have since been demolished and redeveloped (Kwik Fit garage, Thrifty Car and Van Rentals, former Iceland store), which has further impacted the provision of green space along Spring Bank. Although the public realm works undertaken in the 80's / 90's has incorporated trees where possible, the creation of lay-bys and car parking outside retail units has limited the amount of space available to incorporate trees and green space. Where green space does exist on Spring Bank on the former Government

Building site, it is not publicly accessible, is unmanaged and unsafe.



Figure 38 - Former Government Buildings site, now redundant (no access permitted). (Author, 2023)



Figure 39 - View along Spring Bank showing the limited street trees along its length (Author, 2023)

10.2 Plan showing existing trees/green space



Figure 40 - Plan showing the extent of trees and greenspace along Spring Bank

10.3 Proposed trees/green space

Spring Bank has the potential to become a major district centre, serving the local communities around Spring Bank and the Avenues with a pleasant and enriching environment where people can live, work and socialise.

In order for this to happen, a rebalancing of the dominance of vehicles needs to be addressed and a Hull City Council led drive to improving public transport links, improving cycle and pedestrian routes and reducing the need for private vehicles.

Consideration needs to be given to the extent of underground services that do limit the location of street trees along Spring Bank. There is, however, the opportunity to incorporate planters that could also provide seating along Spring Bank.

There are various sites that are identified as opportunities for introducing green space along Spring Bank as follows :-

- The relocation of the Hi Q garage to a site less prominent in the Spring Bank area and the reinstatement of the former public gardens.
- The relocation of the Kwik Fit Garage site and the reinstatement of a building within a landscaped setting.
- The redevelopment of the Government building site which could include an area of public realm to the Spring Bank frontage.



Figure 42 - Potential to introduce tree planting to the street (Green Blue Urban, 2023)



Figure 41 - Opportunity to introduce pocket parks and green space to the public realm (Green Blue Urban, 2023)

11 Street Furniture

11.1 Existing street furniture, bins and bollards

The existing public realm features various elements of street furniture as follows :-

- Bollards to prevent cars parking on the pavement areas.
- Highways pedestrian barriers adjacent to major pedestrian crossings.
- Council standard litter bins distributed along the street.
- Bus shelters with glass panels to ensure security and visibility.
- General street signs (parking, bus lane signs, etc).
- Sheffield cycle hoops.

There is currently only one bench along Spring Bank. It is understood that the reason for this is to avoid anti-social behaviour on the street. The downside of this approach is that there is no dwell space along the length of Spring Bank.

The overall appearance of the street furniture is that it is generally incohesive in style with some traditional elements and some more contemporary or functional elements.

There are many highway direction signs and mandatory signs which are required to enforce Traffic Regulation Orders which would have to remain.

11.2 Proposed street furniture, bins and bollards

Spring Bank would benefit from a cohesive street furniture scheme that is of a consistent style and colour that enhances the character of the Conservation Area.



Figure 43 - Photograph of Spring Bank showing the various elements of street furniture (Author, 2023)



Figure 44 - An example of a cohesive family of street furniture (resysta mmcite, 2023)

12 Hard landscape treatment

12.1 Existing hard landscape treatment

in the late 1990's / early 2000's following the introduction of the Disabilities Discriminations Act in 1995, Hull City Council implemented a public realm treatment along Spring Bank. This public realm treatment included the creation of tactile dropped kerbs at each pedestrian crossing point, contrasting paving to identify land belonging to the buildings (formerly gardens to the residential properties) and land within public realm. This public realm treatment was a considerable investment at the time, and incorporated the full length of the street.

The combination of high contrast materials and the large variety of paving treatments has created a visually chaotic streetscape.



Figure 45 - The combination of existing materials on Spring Bank (Author, 2023)

The landscape scheme used a variety of materials to demarcate each area as follows :-

- Terracotta sets to identify land within a buildings boundary outlined in dark grey sets
- Terracotta sets to identify the approach to key junctions
- Buff tactile paving to define dropped kerbs and pedestrian crossing points at junctions
- Dark grey sets inlaid between concrete edges to define road crossings
- Buff concrete paving slabs to footpaths generally



Figure 46- Buff tactile paving at dropped kerbs onto road junctions (Author, 2023)



Figure 47 - Grey brick sets to define pedestrian crossing points to adjoining roads (Author, 2023)



Figure 49- Buff paving slabs to general footpaths (Author, 2023)



Figure 48 - Terracotta bricks on the approach to road junctions and to define retail frontage boundary (Author, 2023)

12.2 Proposed Landscape treatment

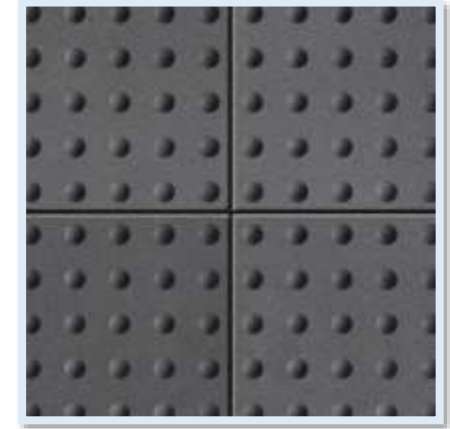
Spring Bank has the potential to become a thriving neighbourhood with high quality public realm treatment that could have a positive impact on the setting of the Conservation Area.

The existing paving is relatively new and consideration needs to be given to the potential cost and waste by replacing the full extent of Spring Bank in its entirety. The existing paving is also readily available allowing repairs and replacements to be undertaken quickly by Hull City Council.

Consideration could therefore be given to reducing the number of materials to create a more visually cohesive palette of materials.

This would still ensure that visual and tactile contrast can be achieved, whilst enhancing the quality of the street.

Figure 50 - Opportunity to reduce the number of materials to create a more cohesive palette of materials (all samples shown by Marshalls) (Marshalls Commercial Paving, 2024)



13 Lighting

13.1 Existing Lighting

Existing lighting along Spring Bank is limited to general highways standard 12m high street lamps providing general lighting across the street. Although these serve to provide general light across the street, the lack of lower level lighting can make the street feel unsafe in the evenings. Although some of the retail and fast food units open into the evening, the lack of nighttime economy on the street generally limits the amount of light at street level.

13.2 Proposed Lighting

There is the potential on Spring Bank to enhance the lighting treatment and creating a safer environment by providing additional lower level street lighting that increases the feeling of safety along the street.

Consideration needs to be made to the long-term maintenance of any proposed amendments to the lighting on Spring Bank.

14 Safety and security

14.1 Existing safety and security

Feedback from the public consultation meetings about Spring Bank notes that safety and security along Spring Bank is poor.

Although the variety of uses along the street and the opening hours of some of the shops creates activity through the day and

evening, people felt that the street was unsafe to walk along in the evening.

The reasons for this were identified as follows:-

- Poor lighting
- Lack of activity, particularly in the evening, along the full length of the street
- Lack of 'spill out' uses onto the street (such as cafes, bars and restaurants that provide passive surveillance)
- Anti-social behaviour

14.2 Proposed safety and security

The sense of safety and security on Spring Bank can be addressed by implementing the following measures :-

- Improving the level of street lighting
- Increased community police presence
- Enforcement against anti-social behaviour
- Increased night-time uses (cafes, bars, restaurants) to provide increased natural surveillance in the evening
- Encouraging a sense of community
- Reducing the extent of unoccupied retail/office units through investment

15 Shopfronts

15.1 Existing shopfronts

Spring Bank historically featured high quality shopfronts installed during the late 1800's with decorative details, consistent designs across the building group and a considered approach to the overall proportions. These shopfronts are accurately recorded in historical photographs dating from 1905.

Today, only 1% of the Victorian shopfronts have been retained, with the remaining 99% of shopfronts now replaced with low quality metal shopfronts. The incremental modification of shopfronts to incorporate large signage fascias, the addition of external roller shutters and adaption to provide separate access to the upper floor level accommodation has resulted in a generally negative/neutral quality across all shopfronts along Spring Bank.

In most instances, however, at least one corbel detail in each group has been retained and there is the potential for further details being concealed behind later alterations.

15.2 Proposed shopfronts

The retained details can be used as the basis to restore the shopfronts with replacement corbel details, cornices, fascias and pilasters that are an accurate representation of the earlier shopfront design and using the historical photographic records for further reference. These details must be safeguarded from future removal as they provide the only remaining physical evidence of the original shopfront design and proportions.

Please refer to Spring Bank Shopfront Design Guide for further details.



Figure 53 - Historical photograph from C1905 showing the styles of shopfronts installed on Spring Bank (Gibson, Hull Then and Now (5th Edition), 2015)



16 Building Restoration & Repair

Overall the condition of the built environment of the Conservation Area is poor, with negative aspects of the Conservation Area including:

- a) Lack of maintenance of individual properties, including:
 - a. Damaged or missing gutters.
 - b. Deteriorated paint works.
 - c. Deteriorated joinery details.
 - d. Outgrowing fauna.
 - e. Structural issues.
- b) Poor quality contribution made by windows and doors.
- c) Graffiti.
- d) Poor boundary treatments.
- e) Litter
- f) Unkept front Gardens.
- g) Poor quality shop fronts.

The Conservation Area would benefit from an uplift in the restoration and repair of the buildings through its area to remove the identified negative trends.

Key barriers towards active maintenance of the conservation area include:

1. Absentee landlords.
2. Transient nature of the occupants of the dwellings of the area.
3. No individual ownership over properties.
4. Financial barriers to pay for repairs and maintenance.

Positive enhancements to the Conservation Area are achievable by a 'carrot and stick' approach to the conservation area:

'Carrot'	'Stick'
Identification of Grants to fund repair and restoration.	Use of Section 215 Planning Notices to enforce improvements within the area.
Implementation of a Shop Front Enhancement Scheme.	Planning Enforcement Action against unauthorised developments with the Conservation Area.

Within the wider context of the Masterplan an uplift in the economic environment for Spring Bank will also increase the potential for owners to invest in properties.

Community schemes for re-planting of the area and litter picking would achieve positive enhancements to the area. Options for grant funding and investing in neighbourhood and community partnerships would allow progression of these schemes.

A full assessment of changing condition and recommended actions to achieve enhancements to the Conservation Area are included within a building by building guide within Appendices A and B.

17 Outdoor 'spill-out' areas

17.1 Existing outdoor 'spill-out' areas

As many of the buildings along Spring Bank were originally built as residential use and converted to retail use shortly after, many of the retail units benefit from generous external areas to the shop frontage where there were previous front gardens providing privacy to the residential units.

These external areas provide the opportunity for the display of goods externally as well as external seating areas for cafes, bars and restaurants.

Although these external areas are today used for display of fruit, vegetables and homewares on Spring Bank which adds vibrancy to the street, these are often under low quality permanent shelters (rather than traditional awnings) which have a negative impact on the quality of the external environment. The extent of area used for display often extends outside the ownership boundary, leaving pavements cluttered and inaccessible.

Despite there being a high number of takeaways and restaurants along Spring Bank, external areas are not used for external seating. There is a noticeable lack of cafes which discourages morning and daytime use of Spring Bank.

The current quality of the external environment however, with high levels of traffic, noise, street clutter and air pollution makes Spring Bank a hostile place to dwell.



Figure 54 - Photograph of existing shops using the external area to display goods (Author, 2023)

17.2 Plan showing the existing extent of outdoor 'spill-out' areas



Figure 55 -Plan showing the retail units where outdoor vending is feasible

17.3 Proposed outdoor 'spill-out' areas

The length of Spring Bank has the potential to support a variety of uses including cafes, bars and restaurants. Food and drink uses could be particularly prominent to the north side of the street where direct sunlight is in abundance. These uses would bring life and activity to the street throughout the day and evening which supports the sense of security and safety for pedestrians, particularly in the evenings.

An investment in restoring shopfronts and providing high quality integrated awnings and flexible movable displays would considerably improve the quality of the external environment. The creation of traditional stall risers and opening shop frontages could also provide the opportunity to create an open internal/external environment.



Figure 56 - Opportunity for outdoor spill out for cafes and restaurants – (Hull Daily Mail, 2023) (Time Out, 2020)



Figure 57 - Photograph of 109 Spring Bank showing Wallis Butchers with food on display outside the shop (Gibson, Hull Then and Now, Volume 1, 2008)

18 Sustainability

18.1 Existing sustainability measures

Spring Bank public realm and the buildings along Spring Bank do not currently harness sustainable technologies, with the exception of the provision of double glazed uPVC windows to many of the buildings within the Conservation Area.

18.2 Proposed sustainability measures

There is however, the opportunity to incorporate some or all of the following measures that would decrease carbon emissions, improve biodiversity and contribute to the management of increased rainfall.

- increase biodiversity through introduction of soft landscaping.
- Improve thermal performance of buildings (introduction of insulation to roof levels and slimline double glazing to new windows).
- Reduce solar gain, particularly to the north side of Spring Bank with their large south facing windows through the reinstatement of awnings to shop fronts.
- Introduction of water collection from buildings to be fed directly into blue drainage systems and ecology.
- The use of sustainable material specifications (ideally locally sourced).
- Introduction of permeable paving to hard landscaped areas that absorb rainfall rather than creating additional run-off.
- Increasing the dimensions of rainwater gutters and down pipes to buildings to prevent overflow.
- Introduction of solar panels or photovoltaic panels to the south facing roof areas along the south side of the street (not visible from Spring Bank. Introduction of larger green

spaces along Spring Bank that improve biodiversity and absorb moisture.

- Planting deciduous trees, particularly along the north side of Spring Bank to provide solar protection to solar gain.
-

19 Flood risk

19.1 Existing Flood Risk measures

Spring Bank sits within an area designated as high risk (level 3) flood risk. This places a requirement on any planning application for buildings on Spring Bank to submit a flood risk assessment with any Planning Application. This also places the following design considerations :-

- Basements would ideally not be used for habitable residential space and is more ideally suited to commercial use.
- Where residential within basements is considered as the only viable option the Strategic Flood Risk document advises “Consent for change of use for basements in low hazard would be permitted if basement access points are situated 300mm above average ground level or adjacent road level whichever is higher.” Given the risk of flooding with the area any such schemes should be discussed at pre-application stage with the Council¹.
- The integration of flood defence measures (such as temporary flood barriers) should be designed into any replacement shopfronts or new facades.

1. Consent for the use of basements in new developments for habitable uses in high, medium and low hazard is not permitted.

19.2 Proposed flood risk measures

The increase in flood risk and a general increase in rainfall due to global warming also puts additional pressure on the existing drainage system which contributes to the increased risk of flooding.

Hull City Council have acknowledged the need to provide flood attenuation along Spring Bank to slow down the rate of discharge into the existing drainage system.

This can be achieved through the following interventions :-

- Introduction of attenuation tanks within the road/pavement areas to slow down the rate of discharge into the existing system.
- Introduction of blue drainage systems which collect water within tree pits and use the tree to absorb excess moisture whilst also improving the character of the urban environment.
- Introduction of Hydroplanter beds to absorb excess moisture (through either raised planters or recessed beds) and improve the character of the street.

Spring Bank as a former water course, provides an opportunity to harness these new technologies in order to address the flood risk issue locally along the length of Spring Bank. The width of Spring Bank and the distance between the buildings creates the opportunity to incorporate some or all of these measures. To achieve this needs a holistic approach as set out in the proposed Masterplan.

Consideration does need to be made to the location of existing services along Spring Bank that may considerably restrict the location of attenuation.



Figure 58 - Drawing showing the principle of storm water drainage system integrated into the soft landscape treatment (Water Phila, 2023)



Figure 59 - Diagram showing the principle of tree pit drainage attenuation (Green Blue Urban, 2023)

20 Phased Implementation of the Masterplan

The implementation of the masterplan principles established in this document are ambitious and it is acknowledged that the proposed works rely on future changes in attitude towards private car use towards a more sustainable future and the increased use of public transport.

The phased implementation of the proposals is therefore suggested to enable the completion of the works to be undertaken.

20.1 2-15 years

- Shopfront restoration programme (including installation of new shopfronts and external retractable awnings)
- Investment in public realm to encourage outdoor seating areas and outdoor vending with defined boundaries and mobile planters to provide noise attenuation and screening to outdoor seating areas
- Provision of electric car changing points.
- Increased use of electric buses would lead to a reduction in pollution and noise which would encourage use of outdoor spill-out spaces, particularly to the south facing frontage along the north side of Spring Bank.
- Installation of new bus shelters with real-time displays to increase reliability of information.
- Introduce improved cycle lane facilities to promote safe cycle use and reduce use of public highway.
- Provide opportunities for vendors to utilise car parking areas during off-peak times for other uses including outdoor markets and outdoor seating areas.

20.2 15-20 years

As the potential to redirect traffic away from Spring Bank is not feasible, future change to the re-prioritisation of vehicles on Spring Bank to enable improvements towards more sustainable transport use is seen as a long-term aspiration. It is envisaged that this could be implemented in the long-term (for example 15-20 years). This is an estimate at this stage and is reliant on car use patterns changing considerably and traffic along Spring Bank considerably reducing before any major improvements can be made. The following improvements could be made, should car usage reduce in the future :-

- Reduction in private car use would lead to a reduction in traffic along Spring Bank, enabling the Bus lane and general traffic lane to be merged without impact on the reliability of the bus services.
- Dedicated 'Dutch-style' cycle path implemented with landscape buffer created between vehicles and cyclists, creating a safe route to encourage cycle use.
- Installation of blue drainage system as part of the landscape buffer, utilising trees and planting to absorb water collected beneath the landscape treatment.
- Relocation of service lay-bys into green corridor zone to enable extension of external seating/spill-out areas.
- Improved pedestrian experience through reduced traffic pollution and noise, increased paving widths and increased soft landscape treatment.

20.3 Plan showing proposed works within 15-20 years



Figure 60 – Indicative 15-20 year Masterplan (Author, 2023)

21 Opportunities for future development

The following pages illustrate indicative proposals for potential future development within the Conservation Area and show a suggested form and massing that would complement and enhance the character of the Conservation Area. These proposals are based on buildings / sites which are identified as key negative features. Applicants wishing to develop these sites are encouraged to submit pre-applications to work with the Council to prepare full development plans.



Figure 61 - Potential redevelopment of the Kwik Fit garage site (Author, 2023)

Figure 62 – Potential future redevelopment of the Hi-Q Garage site (Author, 2023)



Figure 63 - Potential future redevelopment of the site adjacent to George's Removals (Author, 2023)



Figure 64 - Potential redevelopment of the existing Car Rental site at the corner of Middleton Street /Spring Bank (Author, 2023)



Figure 65 - Potential future development of the car park and former Iceland unit (Author, 2023)



Figure 66 - Potential future development of the car park and former Government building site (Author, 2023)



22 Management Policies

The following management policies provide a list of advisory guidelines and actions which can be implemented to deliver the intentions of the Masterplan.

22.1 Shop Front Alterations

Shop fronts are a key element of the conservation area but are identified as a feature where a large proportion are of a neutral or negative design and where negative trends are altering their contribution towards the significance of the heritage asset.

The monitoring, management and control of works within the Spring Bank Conservation Area will be undertaken by the following teams within Hull City Council :-

1. Conservation Team – To monitor the condition of the Conservation Area and update the character appraisal.
2. Enforcement Team – To undertake enforcement action.
3. Economic Development & Regeneration – To promote positive planning change and support regeneration / investment.

22.2 Existing and New

In considering applications for new and alterations to existing shop fronts the following guidelines should be considered:

1. Applications which propose the removal or negative alteration to shops fronts identified as making a positive contribution towards the conservation area should be considered for refusal. Exemption should be made where

clear and convincing justification is given for their removal or alteration, or a replacement shop front of equal or greater interest is being proposed.

2. Applications for development should seek to remove negative elements of design to neutral and negative shop fronts.
3. Applications for development should seek opportunities to replace negative and neutral shop fronts with designs which contribute positively to the conservation area.
4. Application should take opportunities to provide integrated flood risk requirements.

22.3 New Shop Fronts

In designing new shop fronts the following elements should be considered:

1. The design of the shop front should respond to the host building.
2. Where being introduced within a building with multiple shop fronts it should replicate historic or existing positive shop fronts or should be designed based upon what was historically installed within the building.
3. Where re-instating a shop front of historic interest its design should be based upon historic research of what was previously installed within the building or to reflect the architectural style of the building.
4. It should respond to the upper floor proportions and design of the building.
5. It should be of building materials which are sympathetic to the age of the building in which it is being installed.

6. The design of the shop front should match the scale and proportions of the building.
7. Replacement shop fronts should retain the individuality of a single building or section of a buildings.
8. Where installed, shutters these should be fitted internally or integrated into the shop frontage.
9. Where installed, shutters should be an integrated part of the shop design and should not create the appearance of a vacant shop unit.
10. Where awnings are appropriate to be installed they should fitted as an integrated feature of the shop front.

22.4 Alterations

In considering applications for alterations to existing shop fronts:

1. Elements which make a positive contribution should be retained. A specific reference is given to the retention of entrance lobbies.
2. The proportions of a shop front should be preserved and should respond to the upper floor design of the building.
3. Traditional elements such as stall risers and fascia panels should not be removed.
4. New features should not be introduced where they cover over features of architectural or historic interest.
5. External roller shutters should not be included where they harm the character of the shop front or cover over features of interest.
6. Consideration should first be given to integrated or internal roller shutters.
7. Where external shutters are proposed:

- a. The type of shutter should respect the architectural interest of the building.
 - b. The shutter should not create a vacant appearance to the building when in a closed position.
 - c. Prominent shutter boxes and mechanisms should not be installed onto the shop front.
8. Where it is appropriate for awnings to be installed they should be an integrated feature of the shop front and should not introduce prominent fittings.

22.5 Shop Front Management Recommendations:

1. The Conservation Area would benefit from a Shop Front Enhancement Grant Fund scheme.

23 Advertisements

Advertisements are largely of a modern design within the conservation area and are a negative element of its special interest. The area would benefit from an enhancement of the type of advertisement being introduced into the area and an enforcement review of unauthorised developments within the area.

23.1 New Advertisements

In considering applications for advertisements the following items should be considered:

1. The design of an advertisement should be sympathetic in design and material use to its host building.
2. Consideration should be given to the use of painted letter, or transfers of good quality, or appropriately design

individual cut out letters on advertisements applied directly to fascia panels.

3. Advertisement should be applied to existing fascia where possible should not introduce oversize or box fascia trays.
4. Where new fascia trays are required these should be in proportion to the building and be of a material which is sympathetic to its age.
5. Advertisements should not clutter a building.
6. Advertisement should not cover over or negatively impact upon features of architectural interest.
7. Projecting advertisements should only be introduced where they are currently represented within the conservation area.
8. Where projecting advertisements are considered appropriate, they should be appropriately placed on the building and should not clutter an individual building or street scene.
9. Where projecting advertisement are considered appropriate, they should be hung from traditional hanging bracket and should be slim in profile.
10. Opportunities should be taken to move historically introduced negative advertisements within the Conservation Area.

23.2 Opportunities to stop negative trends

Opportunities should be taken to stop negative trends within the conservation and consideration should be given to the refusal of application which include:

1. The introduction of oversize fascia panels.
2. The introduction of internal illumination box fascia and illuminated projecting advertisements.

3. The use of vinyl and plastic advertisements where they form a negative contribution to buildings.
4. Advertisements featuring out of scale mounted letters.
5. Where their design is not in keeping with the architectural interest of a building.

23.3 Advertisement Management Recommendations:

1. The area would benefit from a review of unauthorised advertisements.
2. The area would benefit from an Advertisement design guide.

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