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Historic Landscape Characterisation of the East Riding of Yorkshire and Kingston-upon-Hull

Volume 1: Project Report

Lisa M. Wastling and Richard George

Discovery, Innovation and Science in the Historic Environment

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PROJECT ORGANISATION AND TEAM

The Hull and East Riding of Yorkshire Historic Landscape Characterisation is a collaborative project between Historic England (formerly English Heritage) and the two local government unitary authorities of Hull City Council and East Riding of Yorkshire Council. Both Hull and the East Riding are served by a single Historic Environment Record (Humber HER; formerly Humber Sites and Monuments Record), funded as part of the Humber Archaeology Partnership and supported by the two authorities. The area covered by the project and consisting of the geographical area covered by local authorities of Hull City Council and East Riding of Yorkshire Council will hereafter be referred to as the "Project Area" for ease of use.

From April 1974 until April 1996 the Project Area lay wholly within the county of Humberside, which also included the areas of the present North Lincolnshire and North East Lincolnshire local authorities. Humberside County Council maintained a Sites and Monuments Record Office (SMR), founded in 1975, which served the entire Humberside area from its base in Beverley. When Humberside County Council was abolished in April 1996, the SMR was retained as part of the new Humber Archaeology Partnership, funded by the four new unitary authorities which succeeded Humberside. In April 1997 the two authorities south of the Humber withdrew from the Partnership and now maintain their own HER services.

The HLC project team comprises:

Project Manager: Ken Steedman

Senior Historic Landscape Characterisation Officer: Lisa M. Wastling

Historic Landscape Characterisation Officer: Richard George

This HLC project has benefitted from the fact that both HLC officers are local to the Project Area – one grew up in Pocklington, the other in Hull. The two officers have extensive experience of work within the heritage sector, with over 60 years' combined experience of professional work, much of which has been undertaken within the Project Area; in addition, both have hobbies which have regularly taken them out into local landscape since they were children. Indeed, there is no part of the Project Area that has not been personally visited at some time by one or both individuals.

ACKNOWLEDGEMENTS

The project team would like to thank the following for their help and support during the project:

Historic England, formerly English Heritage, for commissioning and funding the project, in particular, Graham Fairclough, David Stocker and Marcus Jecock for their management and monitoring of the project, and for their very useful help, support and suggestions, especially during the initial stages of the project;

The Humber Sites and Monuments Record Office (now the Humber Historic

Environment Record); warm thanks are due in particular to Ruth Atkinson, Senior

HSMR Officer for giving her time and assistance freely to the project and her invaluable knowledge concerning the workings of HBSMR and its attached GIS package; in addition, thanks are due to James Goodyear and Victoria Bowns, also of HSMR, for their help and nuggets of information provided;

David Atkinson of HFA for production of the report illustrations;

Lincolnshire HLC project for a very fruitful visit to their office at the start of the polygonisation phase, which shortened our learning curve at the beginning of the project to a great degree; thanks are also especially due to Alastair MacIntosh and Adam Partington of Locus Consulting for help provided beyond the finish of the Lincolnshire HLC project;

Keith Westcott and Richard Bowen of exeGesIS Spatial Data Management for their training and support during the project;

Hull City Council and the East Riding of Yorkshire Council for their support and encouragement; especially to Hull for being the first to commission stand-alone HLC reports in advance of local spatial planning projects;

and last, but not least, staff of previously-completed HLC projects, in the knowledge that we were working at the end of a long-running process, the success of this project being in part due to the work of others who had undertaken HLC work before us.

Humber Field Archaeology, Hull, October 2017

SUMMARY

The Hull and East Riding of Yorkshire HLC project commenced in January 2011. The principal aim of the project was to identify, record and understand the historic character of the present urban and rural landscape in order to aid spatial planning, manage proposed development, conservation projects and identify other processes of change with the potential to modify the character of the region's landscape as it currently exists.

The initial stage of the project involved the characterisation of four Pilot Areas, chosen for their diverse landscape character. These were in northern Holderness (Seaton parish and Hornsea), The Yorkshire Wolds (Warter parish), the south- eastern Vale of York/Derwent Valley (Cottingwith and Melbourne parishes) and Greater Hull (including the satellite village of Sutton on Hull).

The Pilot Areas were finished in June 2011, after which the polygonisation of the remaining area began. Following completion of this in September 2013, work progressed to the definition of a number of Character Areas and the production of statements describing their present landscape, accompanied by a brief landscape history.

In total, the HLC project created 36,991 polygons, covering a total Project Area of 241,204ha. Fifteen Character Areas were subsequently defined and have been described in this report.

CONSULTING THE HLC

The master data for the HLC Project is held by the Humber Historic Environment Record at the Humber Archaeology Partnership. In order to access the project information please contact:

Humber Historic Environment Record
The Old School Northumberland Avenue Hull HU2 0LN
Tel: 01482 310620
Email: archaeology@hullcc.gov.uk

Copies of the report data are also to be housed within the Planning Departments at Hull City Council and the East Riding of Yorkshire Council.

NOTE ON GLOSSARY

For clarity, Part 8 contains a glossary (8.1), explaining a number of terms used in the report. The initial use of these words in each section of the text is indicated by bold type. Occasional detail on these terms may also be included in the body of the text.

CONTENTS

1. GENERAL INTRODUCTION AND CONTEXT

1.1 Introduction to Historic Landscape Characterisation

Historic Landscape Characterisation (hereafter HLC) was devised in the 1990s in order to give an understanding of the historic dimension of the present-day landscape. The first project to be undertaken was that in Cornwall, which commenced in 1994. Since this date almost all areas of England have now been analysed using the HLC process, with the East Riding of Yorkshire and Hull being one of the last areas to be examined.

In the year 2000, the Council of Europe's European Landscape Convention (Florence Convention), became the first International Treaty to be solely dedicated to the entirety of European landscape. This was ratified in the United Kingdom in 2006 and came into force in 2007 (European Landscape Convention, UKTS No.36, 2012). Article 1a of the Convention defines landscape as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors', a definition endorsed by this HLC project.

As stated by Clark *et al* (2004), Historic Landscape Characterisation provides a means of achieving the objectives of the European Landscape Convention (hereafter ELC), the aims of which (Article 3) are 'to promote landscape protection, management and planning, and to organise European co-operation on landscape issue'.

An informative discourse regarding the concept of 'landscape', the origins of the term, its perception and meaning can be found in *Pathways to Europe's Landscape* (Clark *et al* 2003).

The methodology of this HLC project constitutes a process of analysis which has been undertaken using a computerised geographical information (GIS) system, consisting of a large complex database and complementary map-based package. This analysis method could be described as a generalised approach to understand landscape patterns on a broad scale.

The term 'historic' in the context of HLC encompasses all periods up to and including the present. The methodology takes a holistic approach, in line with ELC, and aims to place equal value on all types of landscape and defining areas of common character, rather than ascribing differing values to specific locations. It is accepted that landscape is and has always been in flux and that change is part of what constitutes landscape.

To quote Jacob Bronowski, mathematician and philosopher, who having been lecturer in mathematics at the University of Hull from 1934 to 1942, possessed intimate knowledge of the study area:

> Man is a singular creature. He has a set of gifts which make him unique among the animals – he is a shaper of the landscape.(The Ascent of Man,1973)

Humans are not only shapers of landscape in the physical sense, but also in a cognitive sense as defined by ELC. They are, furthermore, observers of change. Landscape is distinct from environment (Clark *et al* 2003), which has always existed, changing through time, and would continue to do so whether or not humans were present. The concept of 'landscape' can therefore be said to be a human construct.

HLC as a finished product is a tool to guide and inform change and research, though it is not prescriptive in that it does not aim to offer guidelines relating to the treatment of the current landscape.

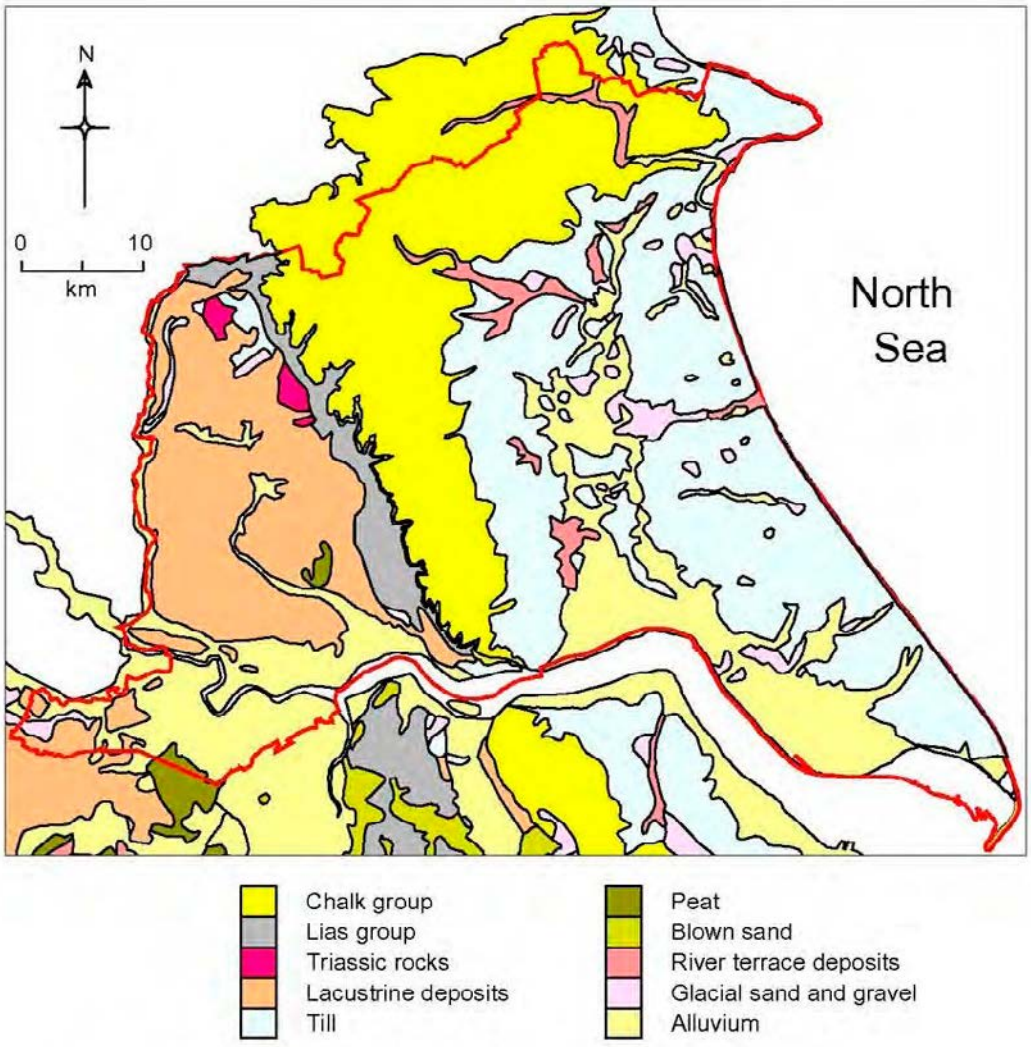
HLC is designed to be easily integrated with other archives and records. At the Humber Historic Environment Record, the HLC forms part of a much larger integrated database system – HBSMR (Historic Buildings, Sites and Monuments Record) – which contains the Historic Environment Record (HER). This was designed by and is maintained by exeGesIS SDM Ltd. Both Hull City Council and the East Riding of Yorkshire Council jointly fund the HER and utilise it as a statutory part of the planning process. This means that the HLC data will be readily obtainable for users of the HER.

2. INTRODUCTION TO THE PROJECT AREA

2.1 An overview of the geology of the Project Area

The landscape of the Project Area is dominated by the Yorkshire Wolds, a north- south trending crescentic belt of Cretaceous chalk hills stretching from the Humber Bridge to the high cliffs of Flamborough Head and Bempton. At the western escarpment is a narrow band of Jurassic rocks, including the limestone variously called 'Cave Oolite' or 'Brough Stone'. To the east the Wolds slope more gently into the low-lying Hull Valley and the plain of Holderness, with its glacial tills, sand and gravels, and alluvium, overlying Cretaceous chalk. The Holderness plain once contained numerous glacial lakes or meres, the only surviving example of which is Hornsea Mere.

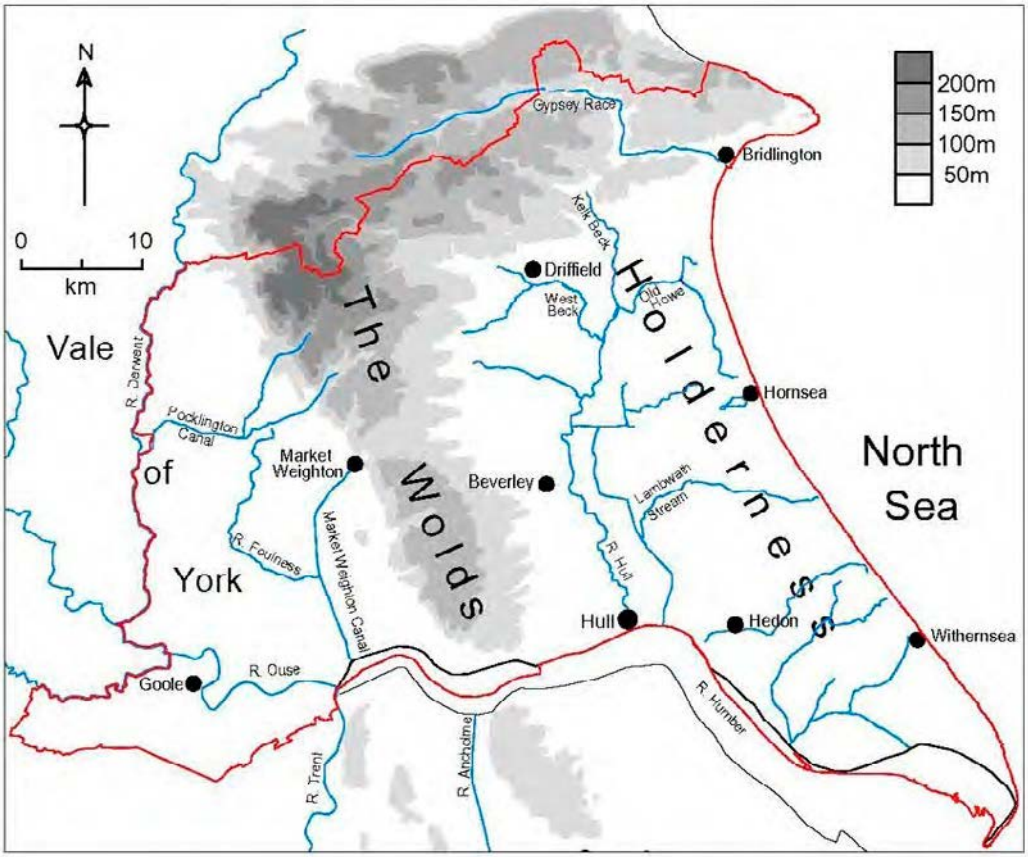
The landscape to the west of the Wolds encompasses part of the Vale of York, where the upper deposits are also glacial tills, gravels and alluvium,



Simplified geology based on 1:625,000 bedrock and superficial data from the British Geological Survey

overlying mainly Triassic solid geology, comprising sandstone and mudstones. Dividing the Vale of York from the Humberhead Levels is the ridge of the Escrick Moraine. Underlying Triassic sandstone and mudstones also form the underlying solid geology of the Humberhead Levels, the central eastern section of which falls into the area of this study. These are overlain by drift deposits comprising glacial tills, sand, gravel and more recent deposits of alluvium and peat.

2.2 An overview of the landform and hydrology of the Project Area



The Landform and Hydrology of the Project Area

The Project Area can be divided into three main topographic zones, with the Yorkshire Wolds in the centre, the south-eastern Vale of York to the west and Holderness to the east. The three zones are clearly influenced by the drift and underlying solid geology, mentioned above.

The Wolds rise to their highest point of 246mOD in the north-west at Garrowby Hill near Bishop Wilton, around 160mOD in the south at High Hunsley and 140mOD at the north eastern extremity near Filey. Typically for this type of chalk landscape, the

Wolds are dotted with springs and the dry valleys of former watercourses which played their part in the formation of this present landscape. Some of

these also form tributaries flowing into water catchment areas to the east and west. The western escarpment, overlooking the Vale of York, is relatively steep, as is the northern scarp slope, though much of this lies outside the political county of the East Riding of Yorkshire as it currently stands. To the east the hills slope more gently down to the plain of Holderness.

To the west. the plain of the Vale of York and the Humberhead Levels generally lie less than 10m below sea level, the exception being the prominent Church Hill near Holme-upon-Spalding Moor which rises to around 40m above the plain. Parts of the Vale gently undulate and there is a low ridge of raised ground across the plain formed by the Escrick Moraine. Two major rivers drain this area, the Ouse and Derwent, both of which eventually flow into the River Humber.

To the east of the Wolds, the low-lying plain of Holderness rises to 30m above sea level, with low undulating hills to the eastern edge. The western side is flatter and lower-lying, particularly in the area of the Hull Valley, where most of the ground lies less than 10m above sea level.

The Wolds divide the water drainage system of the project area in two. To the east of the Wolds, the River Hull is the predominant watercourse, with a catchment covering most of Holderness. Some of the Hull tributaries and streams which flow into the larger drains, such as Monkdyke, Holderness and Barmston Drain rise very close to the east coast; however, the undulating, slightly raised nature of the eastern edge of the Project Area causes them to flow westwards into the Hull Valley.

To the west of the Wolds, key drainage consists of the major tributaries to the River Humber, consisting of the Rivers Ouse, Derwent, Aire and Trent and the western boundary of the project area follows the line of these rivers in part. Drainage closer to the eastern edge of the Wolds comprises the River Foulness, which is canalised at its southern extent, forming part of the Market Weighton Canal.

3. METHODOLOGY AND USER GUIDE

3.1 Introduction

The methodology adopted for the project has at its basis the cumulative knowledge and best practice of some of the more recent HLC projects in other parts of the country.

Rather than having a national methodological approach to HLC, such as that developed for HSC, HLCs have a flexible approach to the implementation of the method, whilst being consistent in their aims. The 2002 HLC 'Template Project Design' (English Heritage, December 2002) provided guidance to the project, as did the 2003 report for the national review of HLC methodologies used to date 'Taking Stock of the Method' (Aldred and Fairclough 2003), particularly during the polygonisation and report phases.

When the Hull and East Riding HLC started, projects covering the adjoining areas of North Yorkshire and Lincolnshire were already underway. Visits were made to both HLCs in the set-up and initial phases of the project.

It was decided that for this project a method which would enable general comparison between this HLC and that carried out in Lincolnshire would be advantageous, in order to provide some potential for future analytical and comparative studies. This was decided upon in the main due to the partially-shared topographical landscape and bedrock geology of the East Riding and north Lincolnshire in particular, such as the continuation of the chalk Wolds and the sharing of the Humber Estuary, concurrently a communication route between the two and also a boundary. An awareness of some current and historical processes and similarities of current economies also played a part; for example, the Humber provides a focus for the current and past shared industries.

The Hull and East Yorkshire HLC also shares some similarities and cross-over of landscape character types with the North Yorkshire HLC, such as those of the area of chalk Wolds which extends to the old boundary of the East Riding of Yorkshire and parts of the Vale of York and Humberhead Levels, though cross-over data between these two areas was not examined as part of the process.

3.2 Basic guiding principles of HLC

Approaches to HLC have as their basis a number of fundamental principles which have been used to guide HLC since its inception in 1998 (Herring 1998). These principles were simplified and codified in order to aid use in a wider context, as part of the Culture 2000 *European Pathways to the Cultural Landscape* programme, reproduced here below from Aldred and Fairclough 2003. These guiding principles also inform other related Historic Characterisations, such as Seascapes and Townscapes.

Philosophy for Historic Landscape Characterisation adopted by the EU Culture 2000 network 'European Pathways to the Cultural Landscape'

Within the general definition of landscape established by the European Landscape Convention: - 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors' – the EPCL (along with other types of archaeologically based landscape work) adopted the following principles:

- **Present not past; landscape as material culture**: it is the present-day landscape that is the main object of study and protection
- **Landscape as history not geography**: the most important characteristic of landscape is its time- depth; change and earlier landscape exists in the present landscape
- HLC-based research and understanding is concerned with **area not point** data landscape not sites
- All aspects of the landscape, no matter how modern, are treated as part of landscape character; **not just 'special' areas**
- Semi-natural and living features (woodland, land cover, hedges etc.) are as much a part of landscape character as archaeological features; **human landscape - bio-diversity is a cultural phenomenon**
- A characterisation of landscape is a matter of interpretation not record, perception not facts; "landscape" is an idea not a thing, although constructed by minds and emotions from the combination of physical objects; **landscape not environment**
- **Peoples' views**: an important aspect of collective and public perceptions to lay alongside more expert views. Methodologies for studying landscape are many and diverse. EPCL partners will use a large number of different approaches, but each will operate at least partly within the framework of the philosophy set out above. **present not past; landscape as material** landscape character in EPCL will be the collective and public perceptions to lay alongside more expert views.

Methodologies for studying landscape are many and diverse. EPCL partners will use a large number of different approaches, but each will operate at least partly within the framework of the philosophy set out above.

3.3 Polygonisation method and the HLC record form

The method used for this HLC is a stratigraphic approach, whereby the uppermost level of recording is that of the present-day 'current' type.

The basic unit of HLC consists of two associated elements: the 'polygon' and the database 'record'. Both are recorded using the HBSMR database and GIS application of the Historic Environment Record. Each record has a single MapInfo drawn 'polygon' on a HLC layer and each 'polygon' on this layer is linked to a database 'record form'. This polygon defines the area of the 'current' type under examination.

Contained within each polygon is landscape of the same type with shared characteristics. It was not always possible to create polygons where all the area was a single dominant type and in these case the '85 per cent rule' was followed, allowing up to 15 per cent of the area to be of a different type.

Polygon sizes varied depending on a number of factors, including the local landform and land-use, and the density of features (particularly in urban areas), though a general minimum size for rural and urban areas was devised in order to avoid creating a large number of excessively small units. In rural areas this was *c* 1ha and in urban areas *c* 0.5ha. Some exceptions to this guideline included small areas of woodland such as coverts and isolated farm complexes.

The HLC form allows data input in the form of selection form drop-down menus and also free text fields. The principal database 'fields', 'tabs' and notes on their contents are as follows.

'Broad type'

Each polygon was assigned a 'Broad Type' from one of fifteen pre-defined categories, such as 'Fields and Enclosures', 'Woodland', 'Settlement' and 'Recreation and Leisure'. For the Broad Type definitions and further information, including distribution maps, see Appendix B.

'HLC type'

Each of these 'Broad Types has been sub-divided into a number of 'HLC Types' of which there are 137 in total. Examples of HLC sub-types of 'Fields and Enclosures' are 'Modern Fields', 'Parliamentary Planned Enclosure', 'Private Planned Enclosure' and 'Early Enclosure' (*see* Appendix B for HLC Type definitions, listed by Broad Type).

'Confidence'

The database record form for each record also indicates the level of 'confidence' attached to the HLC types ascribed to of each polygon, from a list of three options: certain; probable and possible. Generally the level of confidence accorded increases as the interpretation is augmented by a greater proportion of evidence.

Each database record form contains five 'tabs' to record additional data. These are as follows:

'Description' tab

'Period of origin'

Each record also records the 'date from' which the present day landscape took on its current form. A period date is automatically added to the form, when this field is filled.

'Summary'

A small amount of information is occasionally added to the free-text 'summary' field to add extra information.

'Description'

There is a large free-text 'description' field, though this has not been used. Large amounts of free text would have precluded the finishing of the project within reasonable time. A certain level of descriptive characteristics of the polygon type can also be adequately ascertained using a combination of the attribute data and 'scope notes' for the record.

'Attributes' tab

The shared present-day characteristics of each polygon are recorded using the attributes tab. Each Broad HLC Type possesses its own list of characteristics, which are ascribed using the drop-down lists. For example the 'Fields and Enclosures' Broad Type has attributes mainly concerned with field morphology i.e. the shape and sizes of the fields and their boundary types. Attributes for settlement include the type of housing present, such as 'Farm Complex' and 'semi-detached' (*see* Appendix C). The attributes tab for all categories includes the attribute 'Legibility of Previous Type'. This is used to record the extent to which elements from the past landscape are visible in the present landscape within the polygon.

'Previous Types' tab

This tab is where the information concerning the 'time-depth' of the polygon is added, to record previous landscape types. The same character types, descriptions and HLC codes are used for 'Previous Types' as for 'Current Character Types'.

Where a previous character type is identified, this will usually be done through OS map regression and the use of written research materials, or will have been inferred as a result of evidence garnered by examination of current landscape features and morphology. There is no limit to the number of previous HLC Types that may be entered, so that it is possible to chart several phases of change in character.

With respect to nucleated settlement and associated field systems, when more accurate dates were not evident, the default start date was set at 410AD,

the start of the Early Medieval Period as defined with the English Heritage/ Historic England national chronological divisions for HERs and the Society of Medieval Archaeology (2003). It must be remembered that this is a default and not a definitive date.

This date also serves to indicate that detailed research regarding the inception of villages and associated fieldscapes has either not been undertaken, or if it has, the results have not been incorporated into the HLC data as it currently stands. This would have been too time-consuming an approach, given the large amount of data needed to be collected and added to the HLC record within the given timescale. A refinement of the data, regarding these issues, would however be a suitable project for further research and enhancement of the HLC. 410AD is also the default date for historic settlement cores on the Humber HBSMR database of the HER, for the same reason, indicating a degree of conformity of approach on the way 'date from' has been used.

'Monuments' tab

A list of all the historic monuments and sites which have their marker points within each polygon can be added to the HLC record, as and when needed by clicking the 'Get from GIS' button. To maximize the effectiveness of this function the monument data needs to be plotted as a 8-figure grid reference at the centroid of the site, rather than to the SW coordinate of a specifically-sized OS grid square.

This function has not been used during this creation phase of the HLC as it would not include newly added HER data. It is best used as and when needed for future HLC utilisation.

'Sources' tab

This tab includes the sources used to create the HLC record. Primarily this is a list of OS mapping and Google and Bing Maps satellite aerial imagery. Secondary resources used include written material such as volumes of the Victoria County History, other monographs and journals. At the start of the project each specific map used was added separately. After the pilot phase of the project a default list of the six most commonly-used maps was automatically added to each record.

3.4 Map sources used

The Ordnance Survey MasterMap Topography Layer was the fundamental mapping used for the project. This detailed and comprehensive map layer was used as the reference for current type definition and drawing of current type polygons. MasterMap is updated regularly, therefore at the start of the HLC project mapping supplied in August 2009 was used, with an update partway through the project, which provided the Topography Layer utilised from this date until the completion of the polygonisation process.

The following table covers the main map sources used during the polygonisation process. The usual name format of the mapping is listed first followed by the MapInfo layer name used for the HLC project on the Historic Buildings, Sites and Monuments Record.

Series	Edition	Scale	Date range	MapInfo layer names
OS MasterMap	August 2009 Updated 2011			ERoY_line ERoY_anno EroY_area
OS County Series	1st Edition 6"	1:10560	1850-1856	_10a seamless
OS County Series	1st Edition 25"	1:2500	1886-1893	York_Epoch1, 40York_21
OS County Series	1st Edition 25"	1:2500	1906-1911	York_Epoch2, 40York_22
OS County Series	4th Edition 6"	1:10560	1925-1953	_1_PRayorks
OS National Grid Series	5th Edition 6"	1:10000	1955-1959	PostWar_10000_i5
OS National Grid Series	5th Edition 25"	1:2500	1951-1979	PostWar_2500_a5, Hulla25_a5
OS National Grid Series		1:10000	1970-1995	Post War_10000_m7

Digital GIS layers provided by Natural England showing National Nature Reserves, Ancient Woodland and Registered Common Land were also consulted.

The boundary of the project area was defined using a GIS MapInfo layer indicating the boundaries in use by both unitary authorities. This is: ERHCCboundary.

3.5 Key written sources used during polygonisation

Allison, K J 1976 *The East Riding of Yorkshire Landscape* (London), Facsim. Reprint 1998 (Howden)

Crowther, J 1983 Parliamentary Enclosure in Eastern Yorkshire, 1725-1860, PhD thesis, Department of Economic and Social History, The University of Hull. Available from: https://hydra.hull.ac.uk/resources/hull:3105

Fenton-Thomas, C 2005 *The Forgotten Landscapes of the Yorkshire Wolds* (Stroud)

Harris, A 1961 *The Rural Landscape of the East Riding of Yorkshire 1700 - 1850*, (University of Hull/ OUP), Facsim. Reprint 1969 (Wakefield)

Kain, R J P, Chapman J and Oliver R R 2004 *The Enclosure Maps of England and Wales, 1595-1918: A Cartographic Analysis and Electronic Catalogue*. Cambridge University Press, 1st paperback edn. 2011

Neave, S and Ellis, S (eds.) 1996 *An Historical Atlas of East Yorkshire*. Hull University Press

Pevsner, N and Neave, D 1995 *The Buildings of England, Yorkshire: York and the East Riding*, 2nd edn. London

Roberts, B K and Wrathmell, S 2003 *An Atlas of Rural Settlement in England*. London, English Heritage

University of Hull, Archival Collections Enclosure Awards, Available from: http://www.hull.ac.uk/arc/collection/enc.html

Victoria County History Series, East Riding of Yorkshire Volumes I – VIII (N.B. Polygonisation of Driffield had occurred prior to the publication of VCH Vol. IX in 2012)

3.6 Defining Character Areas

After the polygonisation phase of the project was completed, the project moved on to the definition of Character Areas, unique areas sharing a distinctive combination of landscape characteristics. This process was intended to place the HLC data in context, and enable easier use and understanding of the project, particularly to members of the public and those not working within the heritage profession.

Statements describing each of the 15 Character Areas (CA1-CA15) can be found in Part 5 (below).

Data from the **polygons** within each Character Area have been used to generate reports which collate and quantify information for each HLC Type under headings based on the Broad Types; selected statistics from this analysis have been quoted where appropriate in the Character Area statements, though the full reports have been reproduced in Appendix A.

Though objectivity was clearly an aim of this process, the definition of the Character Areas is obviously a subjective process, being based upon a combination of both data analysis and human observation. A number of attributes have been taken into consideration, such as field patterns, distribution of woodland, settlement patterns, **vernacular** architecture and distribution of industry and leisure facilities. Interrelated physical features such as geology and topography are also likely to have had some influence on man's decision to utilise landscape in a particular way, though HLC's focus is on the cultural factors.

When travelling through the Character Areas, the differences in character are visible on the ground, though the boundaries do not necessarily change abruptly. Generally a gradual change can be observed, though lines defining the edges of these areas of like character have been selected and drawn for the purposes of analysing the project data. The resulting jagged edges of the Character Areas reflect the boundaries of the polygons of which they are composed, rather than being shown as a smooth outline drawn over polygon boundaries; polygon boundaries are used so that polygons will only appear in a single Character Area.

The Character Area boundaries do not respect municipal, administrative and parish boundaries and are defined by landscape characteristics alone (except where delimited by the administrative boundary defining the overall Project Area). The unusual **estuarine** boundaries at the southern extent of the Project Area represent the boundaries provided by the two Unitary Authorities in order to define the area.

The Character Area boundaries are not intended to be fixed – they reflect current land-use and may be subject to future modification due to the ongoing nature of landscape change.

3.7 The process of creating the Character Areas

1. An 'Area Analysis Report' was created for the Project Area as a whole. This computer-generated report displayed a count of the number of polygons of each type and their area (in hectares).

2. Thematic maps were created for both the Broad Types and narrow HLC types. Thematic maps, as their name suggests, are intended to focus upon a particular theme, in this case the Character Type of each polygon. Each HLC record polygon HLC Broad Type and HLC Type was assigned a different colour.

3. The distribution of the various HLC types was examined. Any clustering of dominant types was also observed during this process. Relationships between certain HLC type combinations and also between certain types and their physical location and landscape were also given consideration.

4. Draft Character Areas were subsequently drawn up and created as an overlay layer on the HLC GIS package 'MapInfo'.

5. This layer was then used to collect the data for each draft character area. The HLC data for each area was then tested to refine the Character Area boundaries. An area analysis report was created for each of the fifteen Character Areas and the percentages of each HLC type by count and area between each a draft Character Area was compared. The Character Area data was then re-examined and the Character Area boundaries were visually tested using Google satellite imagery and 'Streetview' in order to help ascertain whether changes in character could be perceived at ground level.

6. The Character Area boundaries on the MapInfo GIS layer were amended where necessary.

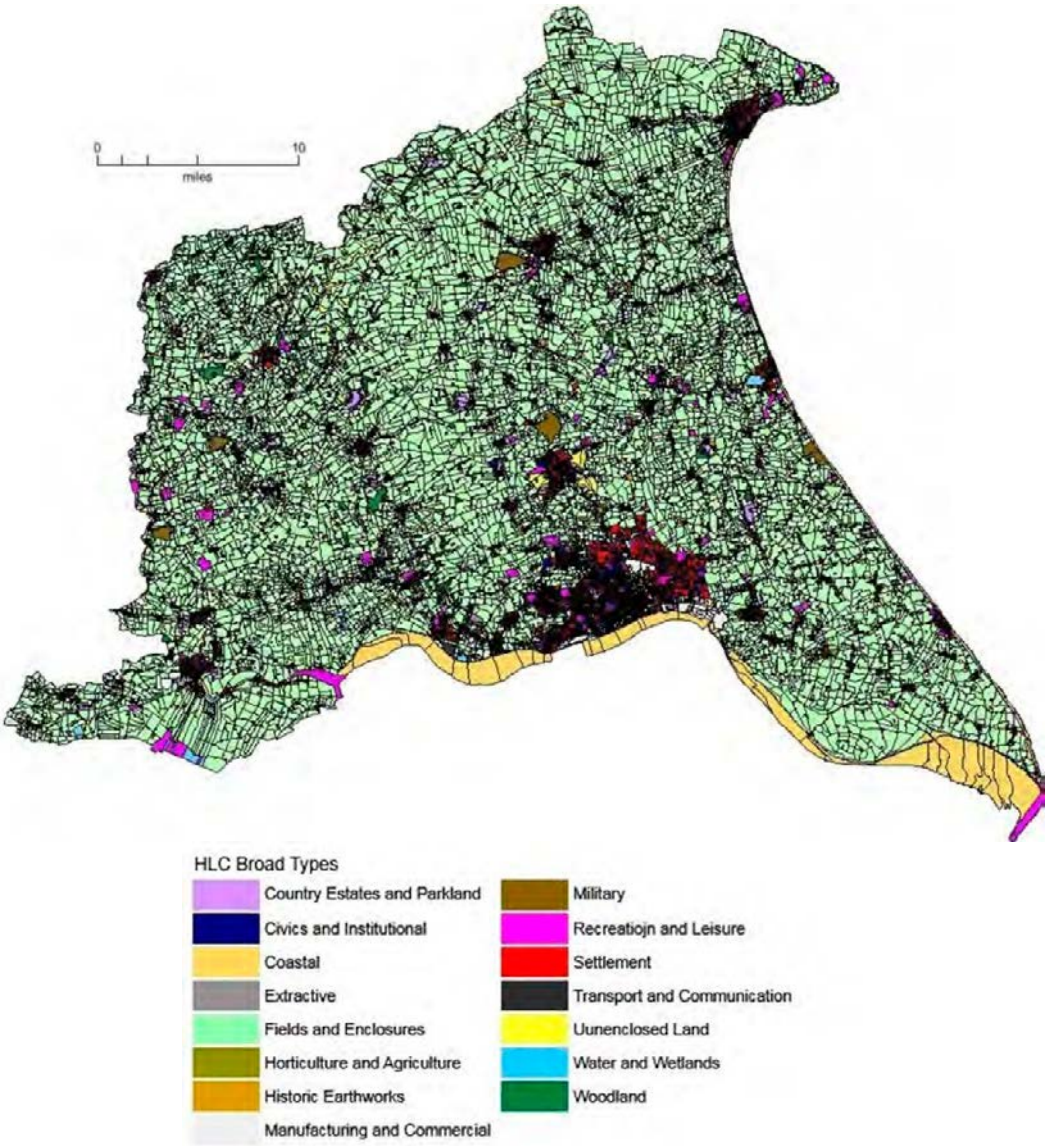
7. The HLC Area Analysis for the Character Areas were re-cast for the HLC Report and Data Appendix

The Character Area data can be seen in the fifteen Character Area Analysis Reports and accompanying pie-charts in the HLC Project Report Data Appendix (Vol.2).

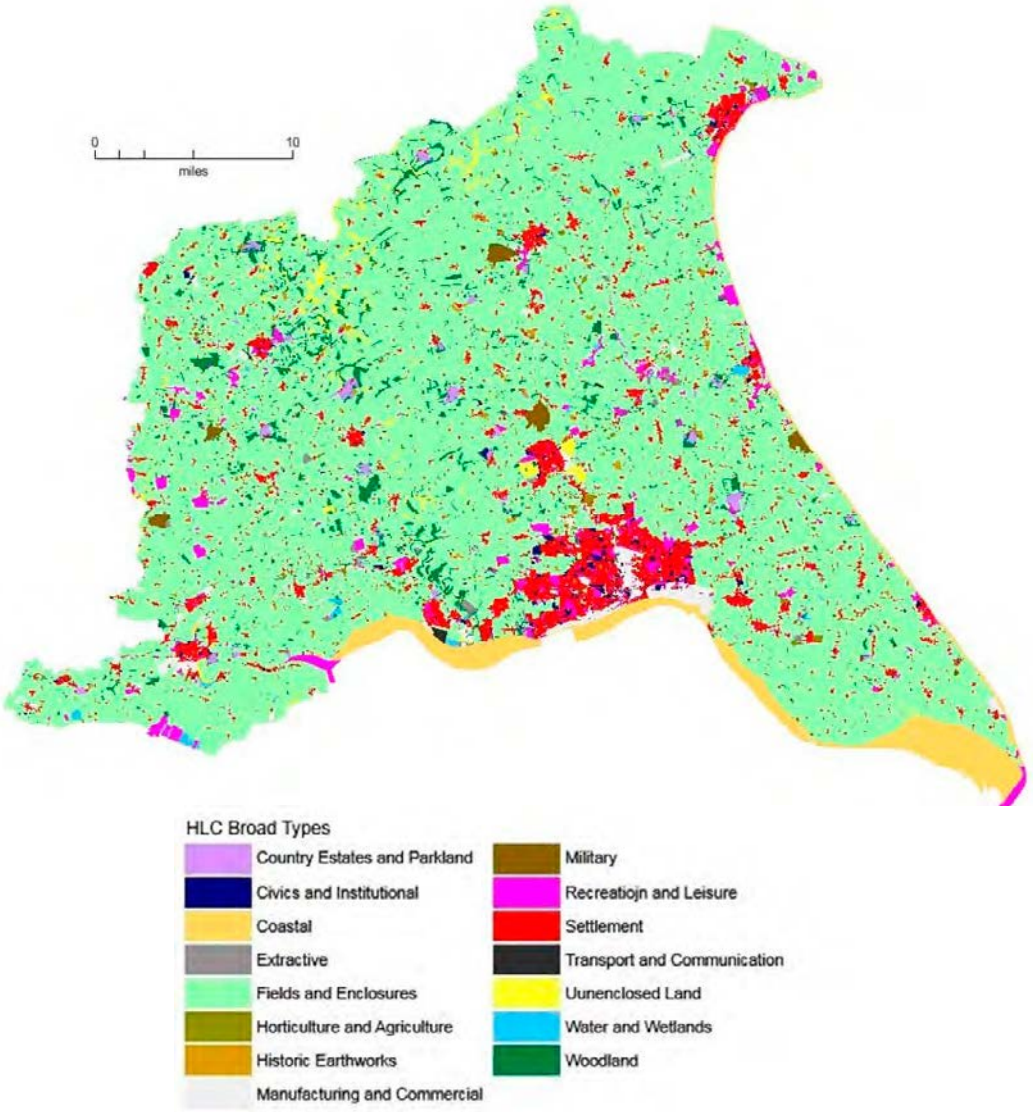
4. MAPS

There follows a selection of maps of the Project Area illustrating current Broad Types, current HLC Sub-types and the HLC Iconic Map.

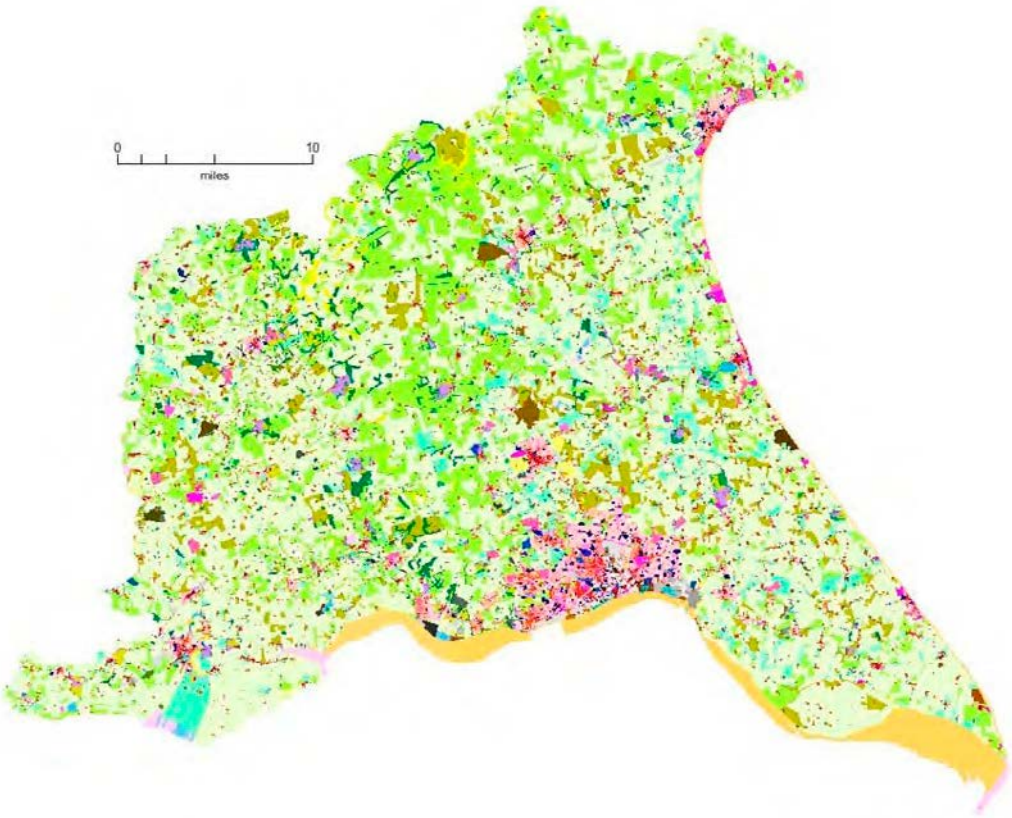
4.1 Current Broad Types showing individual polygon boundaries



4.2 Current Broad Types (without individual polygon boundaries)



4.3 Current HLC Sub-types (without individual polygon boundaries)

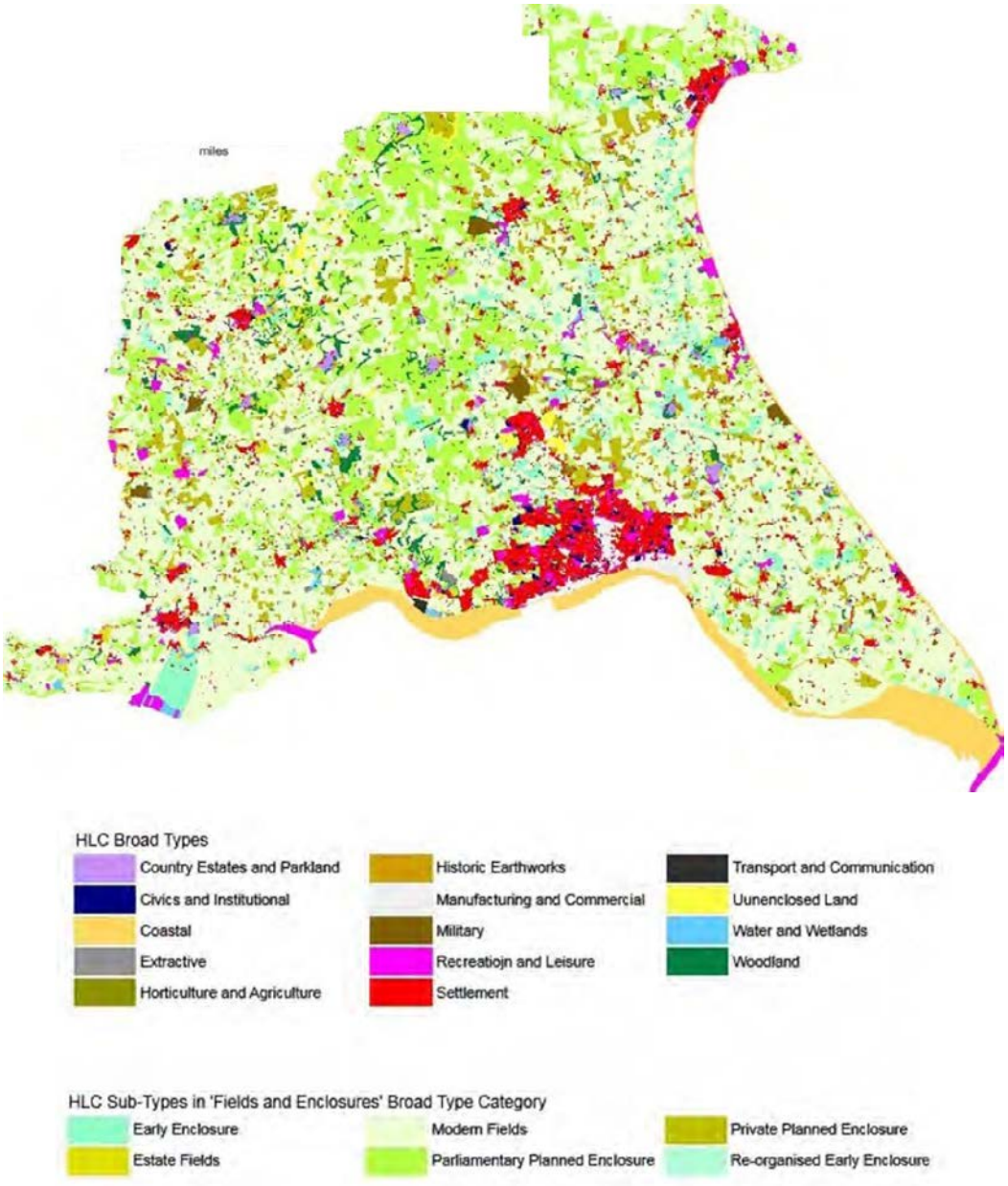


HLC Sub-Types

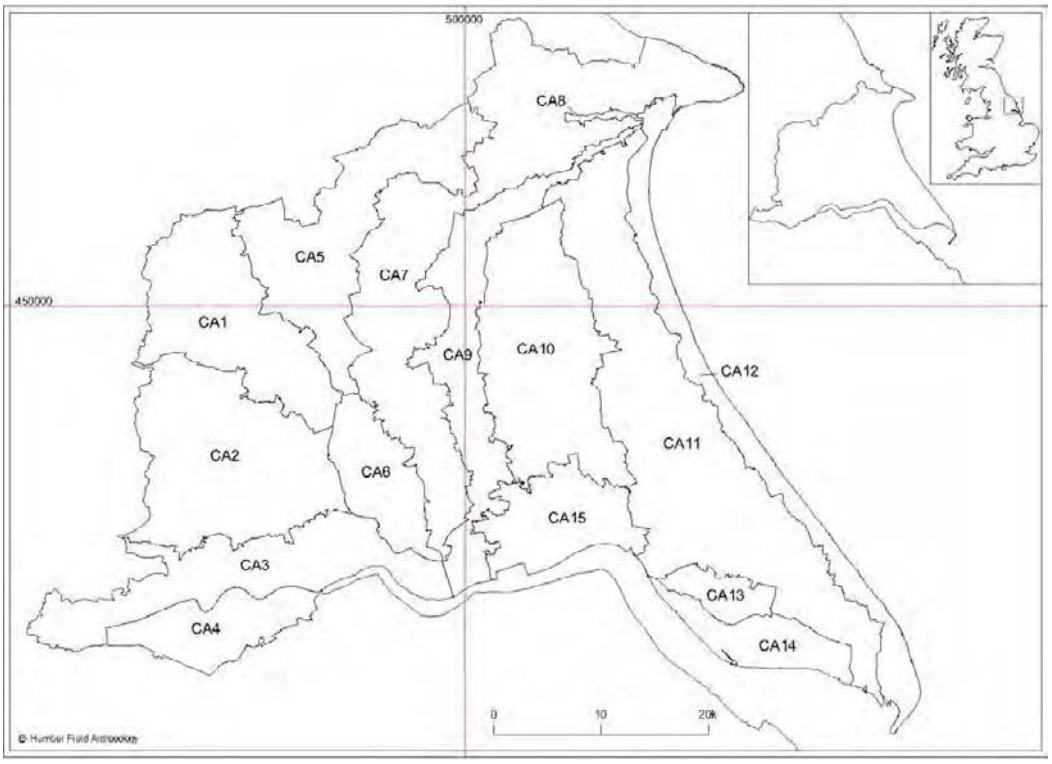
- Air Weapons Range
- Allotment Gardens
- Ancient/Semi Natural Woodland
- Artificial Open Water
- Beach
- Bomb Damage Plot
- Brick and Tile Works
- Bus Depot
- Bus Station
- Campsite
- Canal lock/basin
- Car Park
- Caravan Production and Storage
- Castle
- Chalk Quarry
- Chemical Works
- Cinema Complex
- Civil Airfield
- Clay Pit
- Coastal Management
- Common: Heathland
- Common: Pasture/Meadow
- Country House
- Coverts
- Crop Storage
- Deer Park
- Derelict Industrial Land
- Detached Housing (C18th)
- Detached Housing (C19th)
- Detached Housing (C20th)
- Detached Housing (C21st)
- Docks, Wharves and Havens
- Domestic Garden
- Early Enclosure
- Electricity Related Infrastructure
- Emergency Services
- Fuel Distribution
- General Commercial
- General Industrial
- Golf Course
- Health Centre
- High Status Residence
- Higher/Further Education Establishment
- Historic Settlement Core
- Hospital
- Hotel Complex
- Industrial Estate/Retail Park
- Institutional Residence
- Intensive Livestock Farming
- Isolated Farm Complex
- Kitchen Gardens
- Landfill
- Landscape Park
- Law Courts
- Leisure/Sports Centre
- Limestone Quarry
- Marina
- Marsh
- Medieval Manorial Site
- Medieval Religious Complex
- Medieval Village Earthworks
- Military Airfield
- Military Base
- Mill Complex
- Missile Base
- Mixed 20th Century
- Modern Fields
- Motte and Bailey
- Mud Flats
- Municipal and Private Cemeteries
- Municipal Buildings
- Natural Open Water
- Parliamentary Planned Enclosure
- Places of Religious Worship
- Planned Residential Development
- Plantation Woodland
- Prison
- Private Planned Enclosure
- Public Parks and Gardens
- Racecourse
- Railway Station
- Raised Mire
- Re-organised Early Enclosure
- Recreation Ground
- Recreational Fishing Pond
- Recreational Seafront
- Recycling Centre
- Reinstated Land
- Road Junction
- Rough grassland/scrub
- Salt Marsh
- Sand and Gravel Quarry
- Sand Dunes
- School
- Semi Detached Housing (Pre WWII)
- Semi-detached Housing (C21st)
- Semi-detached Housing (WWII - C20th)
- Service Station
- Shopping Centre
- Sidings
- Sports Field and Courts
- Sports Stadium
- Static Caravan/Chalet Park
- Supermarket
- Terraced Housing (C18th)
- Terraced Housing (C19th)
- Terraced Housing (C20th)
- Terraced Housing (C21st)

4.4 HLC Iconic Map

Below is an 'Iconic Map' showing the HLC sub-types in the Fields and Enclosures Broad Type and all other Types as their Brod Type.



5. CHARACTER AREA STATEMENTS



Location of the Character Areas

Character Areas in the location map:

CA 1 SE Vale of York North;

CA 2 SE Vale of York South;

CA 3 Humberhead Levels and Walling Fen;

CA 4 Goole Fields;

CA 5 Western Wolds Dry Valley;

CA 6 Western Wolds Limestone Escarpment;

CA 7 High Wolds Plateau;

CA 8 The Great Wolds Valley;

CA 9 Eastern Wolds Dip Slope;

CA 10 River Hull Valley;

CA 11 Central Holderness;

CA 12 Holderness Coastal Strip;

CA 13 Southern Holderness Alluvial Plain;

CA 14 Sunk Island and Cherry Cobb;

CA 15 Hull and Suburbs Urban Area.

The descriptive text in each statement is in every case preceded by a standard listing providing cross-reference to previously-defined landscape designations and brief information regarding the size of the Character Area, as listed below.

ARS sub-province: from Roberts, B. K. and Wrathmell, S., An Atlas of Rural Settlement in England (London: English Heritage 2000).

Natural England National Character Area: from Revised National Character Areas http://publications.naturalengland.org.uk/category/587130.

Total area: in hectares.

Percentage of project area: The proportion of the Character Area compared with the whole HLC project area as a whole, expressed as a percentage.

Character Area Descriptions: The description of the present landscape is followed by a brief landscape history.

Distinctive Characteristics: A bullet-point list of the key characteristics which in combination give the area its specific character.

Dynamics of change: A selective list of the potential processes which may cause future change to the landscape's character are listed at the end of each Character Area Statement.

Photographic images: A number of photographs have been chosen to illustrate aspects of the Character Area descriptions. These have been sourced from the internet site Geograph and are reproduced here in line with their procedures regarding copyright, whereby each image used is copyright their respective owners and licensed for re-use under the Creative Commons Attribution-Share Alike 2.0 Generic Licence. Changes have not been made to the images used in this report. To view a copy of the Share Alike 2.0 Generic Licence, visit http://creativecommons.org/licenses/by-sa/2.0/ or send a letter to Creative Commons, 171 Second Street, Suite 300, San Francisco, California, 94105, USA.

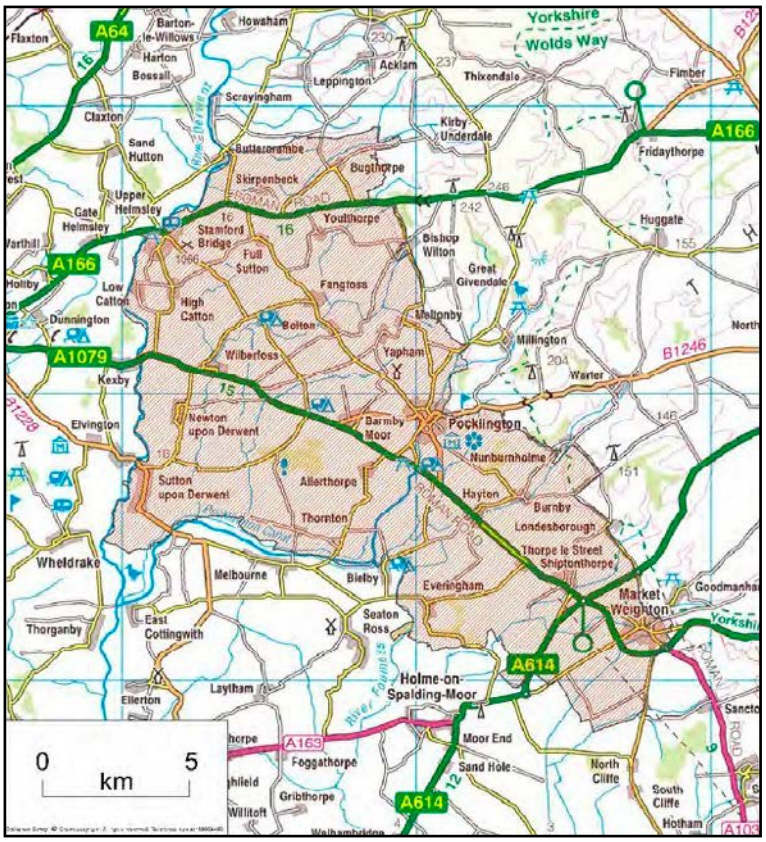
Selected References: A non-comprehensive list of references used in the HLC as source references for HLC data pertaining to each Character Area. This list also provides a reading list for relevant background information for users of the HLC and this report.

Glossary: For clarity, Part 8 contains a glossary (*see* 8.1), explaining a number of terms used in the report. The initial use of these words in each section of the text is indicated by bold type. Occasional detail on these terms may also be included in the body of the text.

Bibliography: The bibliography is contained within Part 8 (*see* 8.2). This provides a list of references to published or unpublished source material used for the report.

5.1 Character Area 1 – SE Vale of York North

ARS sub-province	CHUTE
Natural England National Character Area	27 Yorkshire Wolds 28 Vale of York 39 Humberhead Levels
Total Area	17,913ha
Percentage of Project Area	7.4 per cent



Location

The SE Vale of York North Character Area lies in the north-west of the Project Area. It is bounded by the River Derwent to the west, the North Yorkshire county boundary to the north, the SE Vale of York South Character Area to the south and the Western Wolds Dry Valley and Limestone Escarpment Character Areas to the east.

The southern boundary is largely formed by a stretch of Pocklington Canal, lying between East Cottingwith and Bielby, beyond which it runs in a south-westerly direction, north of Holme-on-Spalding-Moor, to meet the western escarpment of the Wolds south of Market Weighton. The eastern edge runs along the foot of the Wolds escarpment from south of Market Weighton to join the county boundary north of Garrowby Estate. The western edge is formed by the stretch of the River Derwent between East Cottingwith and Buttercrambe (North Yorkshire). The northern edge is formed by the county

boundary running from Derwent near Buttercrambe, eastwards to meet the Wolds at Garrowby. The market towns of Pocklington and Market Weighton, along with the sizeable village of Stamford Bridge, are the largest settlements within the Character Area.

The Escrick **Moraine**, a glacial deposit of sands and gravels, forms a noticeable, undulating 20-35m high ridge, which runs along the western part of the Character Area roughly parallel to the River Derwent, from Sutton-upon-Derwent in the south, northwards via High Catton to peter out to the east of Stamford Bridge.

Landscape evolution

Due to the drier nature of the northern part of the SE Vale of York, the Character Area was probably cleared of woodland at an early date, becoming the focus of a settled, mixed **agrarian**-based society. The floodplain of the River Derwent may have been used for seasonal pasture and areas of acidic, sandy soil remained as tracts of heathland **waste**.

The two main routes of communication across the Character Area, the A1079 and A166, are surviving former Roman roads leading from the Roman town of Petuaria (Brough) on the Humber and the east coast respectively, to the major Roman fortress town of Eboracum, present day York. Apart from the aforementioned roads virtually nothing now survives in the current landscape from this period.

During the medieval period a number of nucleated villages and smaller hamlets were established on areas of raised ground, adjacent to the foot of the Yorkshire Wolds or on the low ridge of the Escrick Moraine above the floodplain of the River Derwent.

There was a moderate amount of secondary, dispersed settlement in the form of moated homesteads established on more marginal land, such as High Belthorpe on the carrs, near Fangfoss, or along the Derwent floodplain at Sutton Wood and St. Lois Farm, north of Sutton-upon-Derwent.

There were at least eight moated sites within the Character Area with many surviving to greater or lesser extents today. Dispersed moated sites are less common in the northern part of the SE Vale of York than in the south where there was more undrained marginal land (see Le Patourel 1973). In general the medieval settlement of the Character Area consisted of nucleated villages, interspersed with hamlets and some isolated moated sites.

Elements of a number of the townships of the area had already been enclosed prior to the period of Parliamentary planned enclosure. Allerthorpe had been enclosed by private agreement in the mid 17th century, whilst Fangfoss and Burnby had been similarly enclosed by the mid 18th century. The majority of the parishes and townships of the Character Area were enclosed by Act of Parliament between 1760 and 1850 (Kain, Chapman and Oliver 2004).

Full Sutton Industrial Estate (on former RAF Base) ©Ian S.

Pocklington Canal opened in 1818 and runs southwards across the Character Area before turning westwards to join the Derwent at East Cottingwith. It was constructed to transport agricultural produce from the region.

During World War Two, large airbases were established at RAF Pocklington and RAF Full Sutton, producing a dramatic effect on the surrounding landscape. They had very distinctive layouts, with long straight intersecting runways surrounded by a circuitous perimeter track. Associated structures included hangars, control towers, bomb stores and other assorted ancillary buildings. Pocklington Airfield extended across the main Barmby Moor to Pocklington road. Full Sutton continued in use during the early part of the Cold War as a Thor missile base.

Since their closure as functioning airbases, they have gradually been returned to agricultural land, used as areas of agricultural storage or developed into industrial estates. However, both air bases of the Character Area retain their runways and function as a civil airstrip and the home of the Wolds Gliding Club. Part of Full Sutton airfield now lies beneath HMP Full Sutton, a maximum security prison opened in 1987 (Pevsner and Neave 1995).

Since the end of the Second World War there has been a process of progressive consolidation of smaller fields into larger blocks of land to facilitate modern farming techniques and machinery, resulting in the loss of field boundary hedgerows.

There has been little in the way of large scale development in the vast majority of the villages and hamlets of the Character Area, apart from those villages lying closest to the main transport networks, such as Wilberfoss. The market towns of Pocklington and Market Weighton, along with Stamford Bridge have seen the largest growth of modern housing estates on their fringes, built to accommodate commuters. As well as the industrial estates sited on former airfields, new factory units, industrial estates and small business parks have also been established on the outskirts of Market Weighton, Stamford Bridge, and near Allerthorpe, lying close to the road networks.

Recent diversification of farmland has seen a move away from the agricultural use of land and the development of recreational fishing ponds with associated log cabin parks and golf courses.

Description of present landscape

The Character Area is a relatively well-populated area of intensely farmed arable land, with fields forming 88.6 per cent. The landscape is low lying and mostly flat to the west and south, becoming gently undulating as it rises gradually to the east towards the foot of the Yorkshire Wolds. The fields are often medium to large in size and mostly rectilinear in shape, with field boundaries formed by straight, heavily trimmed and rather sparse hedgerows interspersed with hedgeline trees. In some areas where field boundaries are formed by sinuous natural watercourses, known as 'becks', the fields are more irregular in character. Smaller fields tend to be clustered around villages giving an enclosed feel.

There are small numbers of isolated trees, hedgerow trees and blocks of evenly spaced plantation woodland and **coverts**. Woodland forms 3.9 per cent of the Character Area, which is more than the 2.3 per cent seen in the SE Vale of York South Character Area, but is significantly less than the 8.4 per cent and 10.5 per cent of woodland of the Western Wolds Dry Valley and Limestone Escarpment Character Areas to the east.

In areas adjacent to the Escrick Moraine, notably Allerthorpe, the soil is acidic and sandy. Allerthorpe Common survives as a small area of heathland surrounded by extensive Forestry Commission conifer plantations. After dry, windy, weather the roads between Allerthorpe and Melbourne are covered by thin layers of windblown sand.

Agricultural land near Pocklington. ©D. S. Pugh

The Character Area is drained by a series of meandering becks which flow westwards from the base of the Wolds into the River Derwent or southwards into Pocklington Beck, Canal and ultimately into the Derwent. These add a sinuous element to the predominantly rectilinear field layout.

In places where hedges have been removed to make the fields more amenable to modern farming machinery and practices, some of the hedgeline trees have been left in place. Post-war modern fields make up 58.5 per cent of the Character Area. Surviving early enclosure makes up 3.4 per cent, private planned enclosure 5.4 per cent and Parliamentary enclosure forms 19.5 per cent of the present Character Area.

Located within this dominantly agricultural landscape are a number of isolated, post- enclosure, farm complexes averaging one per 82.2ha. These are considerably smaller in size than the extensive farmsteads of the High Wolds.

These farms are typically built in red brick and have **pantile** or grey slate roofs and occasionally have an associated modern bungalow. The farmhouses are sometimes surrounded by groups of modern outbuildings, but in general the farmsteads of the Character Area appear to have retained a higher proportion of original outbuildings than other areas.

There are also a small number of widely dispersed, detached, 20th-century dwellings with paddocks and outbuildings, which have the appearance of smallholdings.

Situated on the southern edge of the Character Area is an extent of 18th-century landscaped park and estate woodland lying around Everingham Hall. The open aspect parkland with regularly spaced mature trees, adds an element of diversity to the landscape.

There are extensive, medium to long distance views across largely flat, but in some places gently undulating, open farmland, to isolated farmsteads, villages, mature trees, scattered blocks of woodland and to the east the rolling hills of the Yorkshire Wolds.

The western and part of the southern boundary of the Character Area is represented by a non-continuous, narrow strip of low lying, flat, floodplain of the Derwent Valley and the lower reaches of Pocklington Canal. This consists of seasonally flooded meadow and pasture. The flooded grasslands are a regular sight in winter, but they tend to be less extensive than in the southern part of the SE Vale of York. The area has some man-made embankments to help prevent or at least limit the flooding. Stretches of riverside woodland, including willow and alder, are a distinctive feature of the river banks. The flood meadows of the river corridor contrast sharply with the surrounding arable farmland and add diversity to the landscape.

The Character Area is crossed by two main roads: the A166 to the north and the A1079 to the south. Both are former Roman roads which head westwards across the Character Area from the Wolds, crossing the Derwent at Stamford Bridge and Kexby Bridge respectively, before continuing to York. A series of sinuous minor roads with grass verges, wander across the landscape connecting villages, hamlets and farms.

The fragmentary remains of the dismantled Beverley to York railway line cross the Character Area and are partially visible in the landscape. The railway viaduct across the River Derwent at Stamford Bridge is a notable local landmark. Pocklington, Market Weighton and Stamford Bridge are the largest settlements in the Character Area. Their historic cores mostly consist of red brick and pantile Georgian and Victorian buildings, clustered around a parish church, market place or main street. All remained relatively unchanged until the Second World War, but have subsequently expanded greatly, and are now surrounded by a large number of housing estates with their sinuous, cul-de-sac street layouts.

Pocklington, Market Weighton and Stamford Bridge lie close to the main transport routes across the Character Area, and as a result have grown in size to accommodate commuters working in York and Hull. In recent years Market Weighton has grown, infilling the area between the town and its bypass. Such large scale developments can surround and engulf the settlement cores, somewhat changing the character of the towns and villages.

Market Place, Pocklington. ©Ian Lavender

The villages of the Character Area are either located along the main lines of communication or sit on the low ridge of the Escrick Moraine above the floodplain of River Derwent. The northern part of the SE Vale of York exhibits a mix of nucleated settlement types. Most villages are linear in form and strung out along the main roads, however there are a significant number of green villages in the area: Full Sutton, Fangfoss, Yapham and Allerthorpe, amongst others, have their historic cores clustered around a central village green. In both forms of settlement the buildings are traditionally of red brick with pantile or grey slate roofs. A small number have been rendered and painted white or cream. Several smaller, isolated, hamlets appear to consist of groupings of village farms only.

There has been some limited post-war development in some of the villages of the area, but not on a scale that has significantly changed their character. Most of the newer housing represents the infilling of empty plots within the settlements or piecemeal development on the outskirts. There are two notable exceptions, however: Wilberfoss, lying adjacent to the main York road, has seen a significant increase in size for the same reasons as Pocklington, Market Weighton and Stamford Bridge; whilst Full Sutton has grown to accommodate the workforce and families of the nearby Full Sutton Prison.

Planned residential development forms 1.2 per cent of the Character Area which is double that for the SE Vale of York South Character Area.

Due to the flat topography of the Vale of York, it was well suited for the siting of airfields during World War 2. The sites of RAF Pocklington and RAF Full Sutton lie within the Character Area. Both Pocklington and Full Sutton retain their runways, functioning as civil airfields, one used by a gliding club. The vast majority of the remainders of both airfields have reverted to agriculture or have been converted into industrial estates. The last surviving recognisable parts of the airfields form 0.2 per cent of the Character Area, and the few remaining original buildings lie obscured amongst modern industrial units.

Distinctive Characteristics

- Surviving acidic heathland;
- Large conifer plantations;
- Derwent Valley sinuous floodplain;
- Pocklington Canal;
- Relatively small field sizes, many due to enclosure by private agreement, prior to the period of Parliamentary Enclosure;
- Surviving evidence for WWII Airbases in close proximity, both still utilised for flying as civil airfields;
- Main communication routes on alignment of Roman roads, due to proximity to York;
- Settlement expansion along the road to York.

Dynamics of change

Agriculture and land management

Intensity of production depleting soil quality;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Loss of landscaped parkland to agriculture;
Loss of World War 2 airbase infrastructure to agriculture;
Maintenance of dykes and drainage systems;
Flood management of the River Derwent catchment area Changes to agriculture involving climate resistant crops Changes in agricultural practice;
Consolidation of fields resulting in loss of historic boundaries;
Greenhouse construction and demolition;
Loss of surviving areas of sandy grassland and heath to agriculture or plantation woodland;
Loss of flood meadow to arable farming.

Climate change

Solar panels on built features;
Flooding episodes due to groundwater changes;
Flooding due to extreme weather events;
Increased periods of drought and heavy rain;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Derwent water system;
Changes to agriculture necessitated by climate change;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations;

Maintenance of embankments on the River Derwent.

Industry

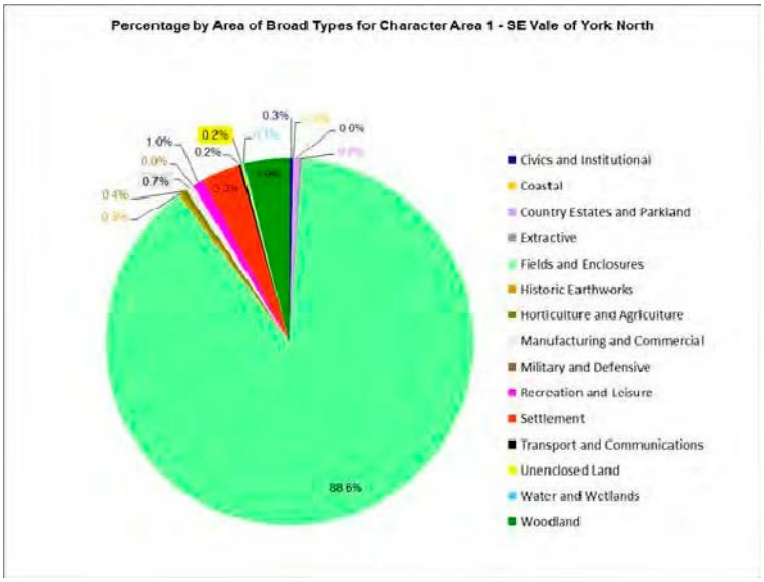
Development of new or expansion of existing business parks on edges of towns or on agricultural land near transport hubs;
Further loss of World War 2 airbase infrastructure to industrial estates;
Expansion of new energy production infrastructure;
Expansion of aggregate and chalk extraction;
Expansion and contraction of industrial facilities.

Settlement

Expansion of settlements within commuting distance from York;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Dereliction of historic isolated farm buildings;
Ribbon development on the A1079;
Large scale residential development around the periphery of the historic towns of Pocklington and Stamford Bridge;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Infilling of drainage systems and dykes during planned residential development construction.

Tourism and recreation

Loss of agricultural land to recreational fishing ponds, chalet parks and golf courses;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.



Key references and selective bibliography

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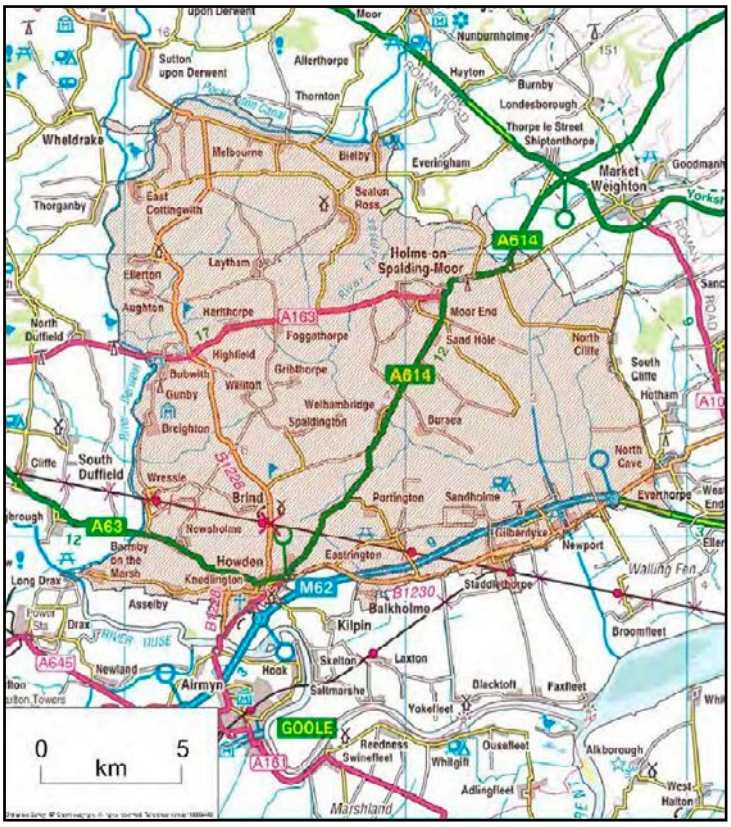
5.2 Character Area 2 – SE Vale of York South

ARS sub-province	CHUTE
Natural England National Character Area	27 Yorkshire Wolds 28 Vale of York 39 Humberhead Levels
Total area	23,380ha
Percentage of Project Area	9.7 per cent



Location

The SE Vale of York South Character Area lies in the west of the Project Area. It is bounded to the west by the River Derwent, the Humberhead Levels and Walling Fen to the south, the Western Wolds Limestone Escarpment to the east, and the northern SE Vale of York to the north. The southern edge of the Character Area is formed by the road which runs from Barmby-on-the-Marsh in the west to North Cave in the east and includes the settlements of Assleby, Howden, Gilberdyke, Newport and South Cave which lie along its course. The northern boundary is largely formed by a stretch of Pocklington Canal, lying between East Cottingwith and Bielby, before it runs in a south-westerly direction, north of Holme-on-Spalding-Moor, to meet the western escarpment of the Wolds south of Market Weighton. The eastern edge runs along the foot of the escarpment from south of Market Weighton to North Cave. The western edge is formed by the stretch of the River Derwent between Barmby-on-the-Marsh and East Cottingwith. The large villages of Holme-on-Spalding-Moor, Gilberdyke and the market town of Howden are the largest settlements within

the Character Area. The Character Area forms a transitional zone between the Humberhead Levels to the south and the Vale of York to the north.

Landscape evolution

During much of the prehistoric period, the majority of the Character Area was covered by low lying carr and marshland, intersected by slow flowing, meandering, creeks. Walling Fen formed a marshy but navigable inlet from the River Humber which extended deep into the Character Area, the course of which is now marked by the River Foulness. The area would have been exploited by the hunter gatherer communities of the **Mesolithic** and early **Neolithic** periods for wildfowl and fish. During the later Neolithic and Bronze Age, the growth in farming led to more settled communities along the Wolds edge, or on raised sandy promontories, which were less dependent on the marshlands for food.

It was during the Iron Age that more concentrated use of the resources of the Walling Fen took place. The low-lying carr, with its supply of raw materials, bog iron and woodland for fuel, became the focus of large scale iron production. The settlements and their associated areas of farmland remained on the higher, drier, fringes of the fen. During the Roman period, farming intensified and the fen was used as an area of pottery and salt production as well as iron.

During the medieval period a number of villages were established on the higher ground on the fringes of the marshland or above the floodplains of adjacent rivers. The town of Howden was first mentioned in 959, while Cavil and Portington had been settled by the mid 10th and late 11th century respectively (McDonagh 2007). A motte and bailey castle was established soon after the Norman Conquest in the Derwent Valley at Aughton and survives as a series of earthworks.

However, records from the Domesday Survey indicate that in the post-Conquest period, Walling Fen and Bishopsoil remained as large tracts of unsettled, poorly drained land. The marshes were intercommoned amongst the surrounding townships and were primarily used for pasture, turf-cutting, as well as for fisheries and wildfowling. Other large areas of common land existed at Holme Moor, Market Weighton, Cliffe and Hotham.

By the 11th century, much of the area belonged to the Bishop of Durham. As Lord of Howdenshire, he was mostly responsible for the reclamation and settlement of the lower part of the Vale of York. In the 12th century, drainage ditches and road networks were established enabling the development of settlements such as Gilberdyke, Bellasize, Greenoak, Gowthorpe and Sandholme, all of which were recorded for the first time in the 13th century. At this time there was also an expansion of small-scale, dispersed, settlement into the areas of waste and common, represented by small hamlets such as West Linton and Balkholme. The most dispersed from of settlement consisted of moated homesteads, which were established on the periphery of recently

improved areas of wasteland. Moated sites are also found along the marginal land of the Derwent floodplain at Aughton and Storwood, as well as in the low-lying damp areas to north of the Character Area. There were at least twenty-five moated sites within the Character Area, with many surviving to greater or lesser extents today. Dispersed moated sites are a relatively common, characteristic feature of the southern part of the Vale of York. A Gilbertine Priory founded in the early 13th century in the Derwent Valley at Ellerton survives as earthworks (McDonagh 2007).

The surviving common land lying at the heart of Bishopsoil and Walling Fen remained unsettled until the Parliamentary planned enclosure in the late 18th century. Bishopsoil and Walling Fen were enclosed by Acts of 1767 and 1777 respectively, when the land was divided up and allotted to the surrounding the townships. Post-enclosure isolated farmsteads, such as Assleby Grange and Barmby Grange, were then established on the **allotments**, lying some distance from their parent village. The remoteness of these post-enclosure farms is reflected in their names – North America, Nova Scotia and the Land of Nod. In the late medieval and post-medieval periods, extensive rabbit warrens were established on Holme and Cliffe Commons.

Some parts of a number of the townships of the area had already been enclosed prior to the period of Parliamentary enclosure; part of the open-fields at Cavil had been enclosed by 1501, Burland Field in Eastrington parish had been enclosed by 1630 and Portington had been enclosed by 1754 (McDonagh 2007). In Wressle, Holme-on-Spalding-Moor and Harswell, medieval deer parks had fallen into disuse and were enclosed privately during the 17th and early 18th centuries. Surviving early enclosure makes up 1.6 per cent and private planned enclosure forms 6.5 per cent of the current landscape. The majority of the parishes and townships of the Character Area were enclosed by Act of Parliament between 1760 and 1850. Parliamentary enclosure forms 19.5 per cent of the Character Area.

Market Weighton Canal opened in 1782 and runs southwards across the Character Area to join the Ouse at Weighton Lock. It was constructed not only to transport agricultural produce from the region, but also as a means of assisting the drainage of the surrounding marshland areas. The village of Newport developed in the 1780s as a direct result of the construction of the Market Weighton Canal and thrived as a centre for brick- and tile-making. Newport, along with Goole, are the only settlements within the Project Area founded during the post-medieval period.

During World War Two, airbases were established at RAF Melbourne, RAF Holme- on-Spalding-Moor and RAF Breighton. These were large-scale installations and had a dramatic effect on the surrounding landscape. During the early years of the Cold War, RAF Breighton was used as a Thor missile base (Cockroft and Thomas 2003). Since their closure as functioning airbases, they have gradually been returned to agricultural land, used as areas of agricultural storage or developed into industrial estates.

Since the end of the Second World War there has been a process of progressive consolidation of smaller fields into larger blocks of land to facilitate modern farming techniques and machinery, resulting in the loss of field boundary dykes and hedgerows.

In the eastern part of the Character Area ongoing sand and gravel extraction remains a dominant feature and the resultant pond complexes have been converted for recreational use or landscaped as nature reserves.

There has been little in the way of large-scale development in the vast majority of the villages and hamlets of the Character Area, apart from those villages lying closest to the main transport networks. Howden, Gilberdyke, Newport and Holme-on-Spalding- Moor have seen a growth of modern housing estates on their fringes, built to accommodate commuters. New factory units and small business parks have also been established on the outskirts of Howden, lying close to the transport networks.

Description of present landscape

Wood Dyke, near Seaton Ross. © Andy Beecroft

The Character Area is a relatively sparsely populated area of intensely farmed arable land, with fields forming 88.5 per cent. The landscape is low-lying and flat, with small amounts of isolated trees and blocks of evenly spaced, typically mixed conifer and deciduous plantation woodland and coverts. Woodland forms 2.3 per cent of the Character Area, which is more than the 1.4 per cent seen in the Humberhead Levels and Walling Fen Character Area to the south. The fields are often medium to large in size and rectilinear in shape, but not entirely so. In some areas, especially where they lie adjacent to the meandering Rivers Derwent and Foulness, the fields are smaller and more irregular in character.

The field boundaries are formed by straight, linear dykes, well maintained hedgerows or often a combination of the two. The dykes drain into the River Derwent in the west and the River Foulness and Market Weighton Canal in the east. The neatly trimmed hedgelines contain evenly spaced trees. In places where hedges have been removed to make the fields more amenable to modern farming machinery and practices, some of the hedgerow trees have been left in place. Post-war modern fields make up 59.7 per cent of the Character Area.

Located within this extensive agricultural landscape are a number of isolated farm complexes averaging one per 80.1ha. These are considerably smaller in

size than the extensive farmsteads of the High Wolds. The farms are typically built in red brick and have pantile or grey slate roofs. Many of the original farmhouses have been replaced by modern ones and those that have not, often have an associated 20th century bungalow. The farmhouses are usually surrounded by large groups of relatively recent agricultural outbuildings. The Character Area also has a number of widely dispersed, detached, 20th- century dwellings with paddocks and outbuildings, which have the appearance of smallholdings.

Church Hill, Holme-on-Spalding-Moor. © Ashley Lightfoot

There are extensive, long distance views with 'big skies', across the flat, open farmland to isolated farmsteads, villages, mature trees and scattered blocks of woodland. Prominent features within the Character Area include the 45m high Church Hill at Holme-on-Spalding-Moor, Howden Minster and Wressle Castle. There are distant views to the south-west of the cranes and water towers of Goole docks, the motorway bridge over the River Ouse and Drax Power Station, whilst to the east are the rolling hills of the Yorkshire Wolds.

At South Cliffe Common a small area of heathland habitat still survives, whist nearby at North Cliffe, the heathland has been left to develop into woodland.

The western boundary of the Character Area is represented by the narrow strip of low lying, flat, floodplain of the Lower Derwent Valley. This designated National Nature Reserve consists of seasonally flooded meadow and pasture. The extensive flooded grasslands of the Lower Dewent Ings are a familiar and impressive sight in winter. The area has some man-made embankments to help prevent or at least limit the flooding. Stretches of riverside woodland, including willow and alder, are a distinctive feature of the river banks. It is an intimate, isolated, river corridor which contrasts sharply with the surrounding intensely arable landscape.

Flooded meadows by the River Derwent. © Glyn Drury

The Character Area is intersected by a number of prominent corridors of communication formed by major road networks, canals and railway lines. To

the north, the A63 leading to the M62 motorway, is the main route across the southern part of the Character Area, replacing the more sinuous original route formed by the A645, A1041, A614 and the B1230. Other main roads, such as the A613 and A614 link the major settlements of the Character Area, and ultimately lead to bridges across the River Derwent. Smaller sinuous roads link the settlements of the Derwent valley, whilst long straight roads cross the flat farmland leading to isolated farmsteads.

Pocklington Canal forms part of the northern boundary of the Character Area. It is rather sinuous in character, partly following the natural course of the Pocklington Beck. To the east, the Character Area is crossed by the straighter Market Weighton Canal. In places, most notably at Newport, complexes of flooded clay extraction pits, the remains of former brick and tile works, lie adjacent to the canal. Many of these are now used as recreational fishing ponds. In the eastern part of the Character Area, around North Cave, ongoing sand and gravel extraction has led to the formation of a number of large pond complexes. A number of these have been landscaped to become scuba diving centres, fishing ponds and wetland nature reserves. In some places, away from the traditional areas of mineral extraction, such as Foggathorpe, parks of timber lodges set amongst recreational fishing lakes have been constructed to attract tourists. Both the canals and pond complexes have helped to add some diversity to the landscape.

The market town of Howden is the largest settlement in the Character Area. The town is dominated by the Minster church, which is a prominent landmark for miles around. Its historic core mostly consists of red brick Georgian and Victorian buildings, and further 'time-depth' is demonstrated by the sinuous medieval street pattern, which is clustered around the Market Place. The town has greatly expanded since the Second World War and is now edged by a number of planned housing developments.

The villages of the Character Area are located along the main lines of communication or sit above the floodplains of adjacent rivers. They are usually linear in form, being strung out along the main roads which link them together. The buildings are traditionally of red brick with pantile or grey slate roofs. In places modern isolated detached dwellings are evenly spaced along the roads between the villages. A number of the smaller, isolated, hamlets appear to consist of groupings of village farms only.

In the villages lying closest to the main transport networks, notably Gilberdyke, Newport and Holme-on-Spalding-Moor, there has been a growth of modern housing estates built to accommodate growing numbers of commuters. These can encircle the settlement cores, somewhat changing the village character. However, planned residential development still only forms 0.4 per cent of the Character Area and away from the major lines of communication, the villages remain small and largely unchanged, with little in the way of modern planned development. Most of the newer housing represents the infilling of empty plots within the settlements or piecemeal ribbon development outwards along the main roads.

Due to the flat, relatively featureless character of the Vale of York, it was well suited for the siting of large airfields during World War 2. The sites of RAF Melbourne, RAF Holme-on-Spalding-Moor and RAF Breighton all lie within the Character Area. At Breighton and Melbourne, much of the existing layout survives, with the runways being used for the siting of industrial units and for storage, whilst the land in between has been converted back to agriculture. Breighton also houses a small aeroplane museum. At Holme-on-Spalding-Moor the surviving remnant of airfield houses an industrial estate and the rest has been returned to farmland, although the large modern field retains the shape of the former airfield. The surviving recognisable parts of the airfields still form 1.1 per cent of the Character Area.

A number of small business parks and factory units have been developed near the M62 corridor in the area of Gilberdyke and Newport. The large, utilitarian structures associated with these business parks have visual impact on the flat rural landscape.

Distinctive Characteristics

- Lower Derwent Valley sinuous floodplain exhibiting extensive seasonal flooding;
- Lower Derwent Valley National Nature Reserve with willow and alder woodland;
- Large scale sand and gravel extraction leading to concentrated areas of wetland nature reserves;
- Concentration of leisure-oriented facilities along the river Derwent and its environs, consisting mainly of golf clubs, static caravan/chalet parks, recreational fishing lakes and the aforementioned nature reserves;
- Surviving evidence for WWII Airbases in close proximity;
- Business parks and factory units in a rural setting, along the M62 corridor;
- Remote post-Parliamentary Enclosure farmsteads on former drained fenland;
- A relative lack of Historic Earthworks.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Intensity of production depleting soil quality;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Bio-fuel crop development;
Loss of non-scheduled historic earthworks through ploughing;

Loss of World War 2 airbase infrastructure to agriculture;
Maintenance of dykes and drainage systems;
Flood management of the River Derwent catchment area;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Lack of maintenance to hedgerows and non-replacement of hedgerow trees;
Maintenance of embankments on the River Derwent;
Loss of surviving areas of sandy grassland and heath to agriculture or plantation woodland;
Greenhouse construction and demolition.

Climate change

Maintenance of River Derwent embankments;
Flooding episodes due to groundwater changes;
Flooding due to extreme weather events;
Increased periods of drought and heavy rain;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Derwent water system;
Changes to agriculture necessitated by climate change;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations.

Industry

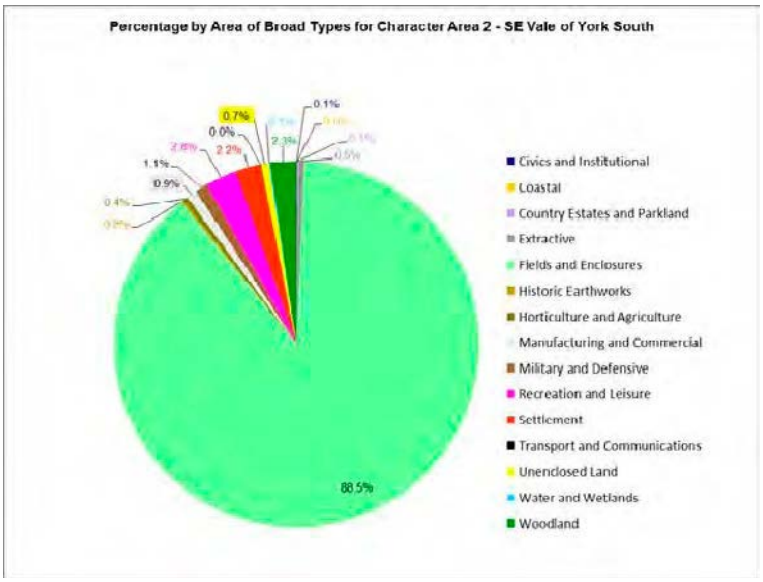
Expansion of existing industrial and business zones on the A614 either side of Howden;
Expansion of areas of sand and gravel extraction;
Loss of World War 2 airbase infrastructure to industrial estates;
Expansion of industrial and business parks along the M62 corridor;
Expansion of new energy production infrastructure;
Threat of increased pollution;
Expansion of aggregate extraction;
Expansion and contraction of industrial facilities;
Industrial encroachment on the historic town of Howden.

Settlement

Further expansion of residential areas around existing villages resulting in further loss of green belt between settlements;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Expansion of settlements within commuting distance from York and Hull;
Large scale residential development around the periphery of the historic town of Howden;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Infilling of drainage systems and dykes during planned residential development construction;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices.

Tourism and recreation

Conversion of former sand and gravel workings into nature reserves;
Possible increase in levels of tourism due to changes in holiday habits here and abroad;
Establishment of caravan parks and leisure parks;
Creation of new opportunities for leisure in and around disused sand and gravel quarries;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.



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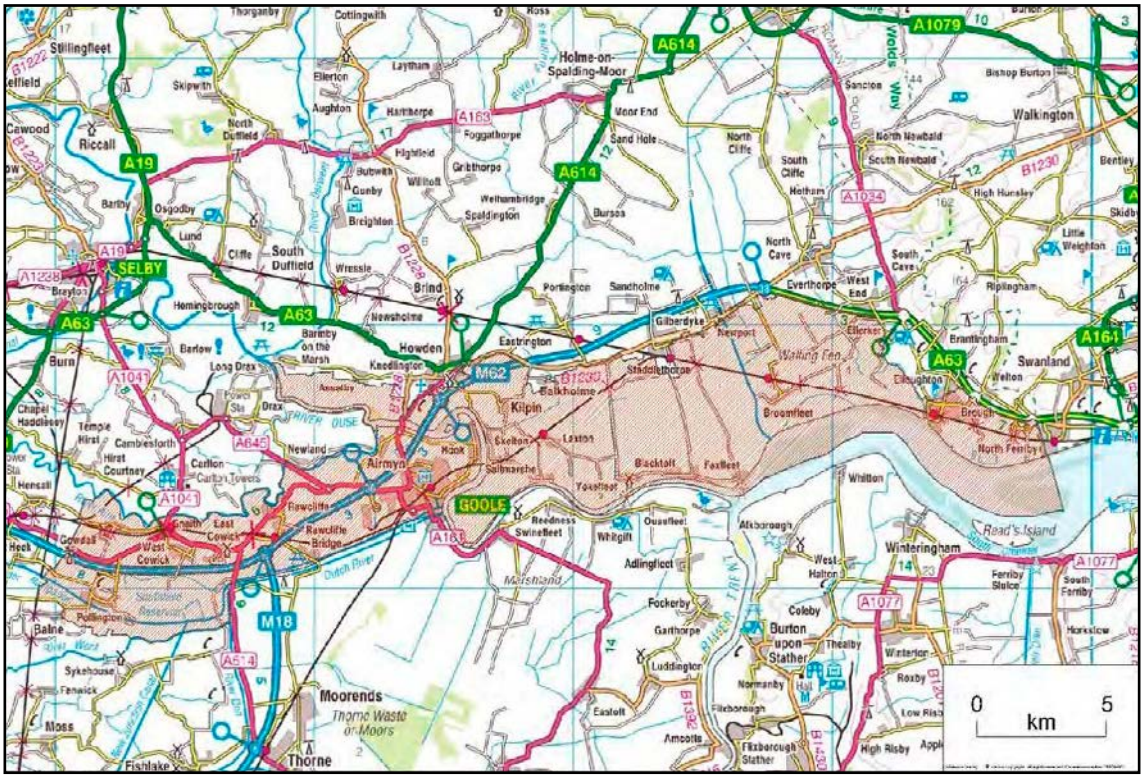
5.3 Character Area 3 – Humberhead Levels and Walling Fen

ARS sub-province	CHUTE
Natural England National Character Area	27 Yorkshire Wolds 39 Humberhead Levels 41 Humber Estuary
Total area	17,146ha
Percentage of Project Area	7.1 per cent



Location

The Humberhead Levels and Walling Fen Character Area lies on the north bank of the River Humber, east of North Ferriby and on either side of the lower reaches of the River Ouse. To the north of the river, the Character Area lies between Barmby- on-the-Marsh in the west to Brough in the east, south of a line of settlement including the aforementioned villages, along with Assleby, Howden, Gilberdyke, Newport and South Cave. To the south of the Ouse, it lies between Goole in the east and Pollington in the west. To the north of the Ouse/Humber it is bounded by the SE Vale of York South and the Western Wolds Limestone Escarpment Character Areas in the north and the Eastern Wolds Dip Slope Character Area in the east. To the south of the Ouse it is bounded by the Goole Fields Character Area to the east, the River Aire forming the North Yorkshire county boundary to the north, and the South Yorkshire county boundary to the south and west.

The southern part of the Character Area, south of the Ouse, originally lay within the historic county of the West Riding of Yorkshire but became part of

the newly-established county of Humberside in 1974. After Humberside was dismantled in 1996, it was transferred to the East Riding of Yorkshire.

Landscape evolution

The landscape history of the Humberhead Levels and Walling Fen Character Area is largely one of land reclamation from riparian floodplain and inland marshland and its subsequent conversion into agricultural land. The area lies within the floodplain of the meandering Rivers Derwent, Ouse, Aire, Went and Don. The present day course of the Ouse, Went and Aire remain largely unchanged, but the River Derwent and Don have been altered over time.

The earliest attempts at improving drainage and land reclamation in the area may date to the Roman period. It has been suggested that the relatively straight 'Turnbrigg Dyke', the western tributary of the River Don, is an artificial water course and that the organisational engineering skills needed to construct it would date it to the Roman period or some time after the Norman Conquest (Gaunt 1975).

The site of the Roman town of Petuaria, located at the site of a ferry crossing on the Humber and on the Roman road to York, lies beneath modern day Brough. The Roman road from Brough to York skirts around the Character Area, utilising the higher ground and a route via Stamford Bridge, rather than taking a more direct route to York. This could suggest that although there may have been some attempts at drainage in the Roman period, the areas of coastal salt-marsh and undrained inland marsh were not yet suitable for the siting of a major road – there is abundant evidence for other types of Roman activity in the area, however.

During the early medieval period, a small number of villages were established. Pollington is first mentioned in the Domesday Survey, along with Snaith, Cowick, Rawcliffe, Skelton, Kilpin and Laxton. These appeared to have been established on areas of higher ground within or on the edges of the marshland. Saltmarsh and Yokefleet, also mentioned in the Domesday Survey, were settled on a deliberately constructed bank on the north side of the River Ouse.

Records from the Domesday Survey indicate that in the immediate post-Conquest period, an extensive area including 'Inclesmoor' (which comprised Thorne Moors and much of the land to the north), as well as Walling Fen, Bishopsoil and Cave Common, were vast areas of unsettled, poorly-drained land which retained its largely wetland character. The marshes were intercommoned amongst the surrounding townships and were primarily used as common pasture for grazing, turf cutting, as well as for fisheries and wildfowling.

The drainage of the wetlands and reclamation began in earnest after the Norman Conquest and was largely undertaken on behalf of the large abbey churches of the area, most notably Selby Abbey (Dinnin 1997), which held substantial estates, on former royal land, at both Snaith and Rawcliffe.

Hugh de Pudsey, Bishop of Durham, as Lord of Howdenshire, was largely responsible for drainage and settlement of lower part of the Vale of York. In the 12th-century drainage ditches were dug, dams were constructed and road networks with bridges were established. Temple Dam and drain at Faxfleet had been constructed by the Knights Templars, while Gilbert Hansard was responsible for the Hansard Dam (Anserdam) and the drain at Blacktoft (Sheppard 1966).

The conversion of the land from moorland and marsh to agricultural fields contributed to the economic development of the area, with the estates being run distantly from monastic farms or granges, often surviving in the current landscape as moated sites.

Bellasize Drain, west of Blacktoft. © George Robinson

New settlements were established on the banks of the rivers of the Character Area; Gowdall near the River Aire was first mentioned in the 12th century and Hook may well have been established at this time. Airmyn is a planned medieval town established, by the mid 13th century by the Archbishops of York, to profit from the ferry crossing and river trade. In the later 13th and early 14th centuries, the raised bank north of the Ouse had been extended eastwards, reaching Blacktoft and Faxfleet by 1304 (Sheppard 1966) Further inland, hamlets were developed along the newly dug dykes (Allison 1976) – such as Greenoak and Bellasize.

In the early 17th century, Vermuyden diverted water destined for the eastern arm of the River Don into the western arm, where it flowed along the suitably improved 'Turnbrigg Dyke' into the River Aire. The 'Turnbrigg Dyke' could not cope with the unified flow of the Don, which regularly overflowed its banks, resulting in the construction, between 1632-35, of the 'Dutch River' a double dyke which flows from the 'Turnbrigg Dyke' near Snaith into the Ouse south of Goole (Gaunt 1975; Dinnin 1997; de Noort 2004).

In the 1660s, new works included the banking of the River Derwent, which protected meadows from excessive flooding and also helped retain water from the winter floods to warp the land. A new drain dug in 1668 linked the Langdike and Hodlet Drains which entered the Humber west of Skelfleet (McDonagh 2007).

In 1690 a change in the course of the Humber took it away from its northern bank west of Brough and the salt-marsh that then developed on Ellerker Sands was embanked and reclaimed in 1706 (Allison 1976). There was

further reclamation near Broomfleet. Between 1853 and 1907, 240ha of salt-marsh on Broomfleet Island was embanked and reclaimed (Allison 1979).

The waterlogged carrs of Bishopsoil and Walling Fen remained unsettled until Parliamentary enclosure in the late 18th century. Bishopsoil and Walling Fen were enclosed by Acts of 1767 and 1777 respectively, with the land being divided amongst the surrounding townships. Post-enclosure isolated farmsteads, such as Saltmarshe Grange, were then established on the allotments, lying some distance from their parent village.

Parts of a number of the townships of the area had already been enclosed prior to the period of Parliamentary enclosure; Saltmarshe had a new close in 1648, Kilpin was part enclosed by 1706/7 and Laxton was enclosed by consent in 1719. There appears to be a moderate amount of surviving early enclosure (2.4 per cent) and enclosure by agreement (2.4 per cent) in the Character Area. Parts of Yokefleet were enclosed by agreement in 1794. Some surviving areas of open land survived until the early 19th century, with parts of Skelton being enclosed by an Act of 1809 and parts of Blacktoft and Faxfleet by an Act of 1830. Some open fields at Barmby-on-the-Marsh survived until enclosed by an Act of 1845. Surviving Parliamentary enclosure forms only 11.8 per cent of the Character Area.

At the same time as the enclosure of the last remaining areas of waste, the first occurrences of warping were taking place. Warping drains are still prominent features in the present landscape, notably near Yokefleet, Blacktoft and Scalby.

Since the end of the Second World War there has been a process of progressive consolidation of smaller fields into larger blocks of land to facilitate modern farming techniques and machinery, resulting in the loss of field boundary dykes and hedgerows.

Market Weighton Canal opened in 1782 and runs southwards across the Character Area to join the Ouse at Weighton Lock. It was constructed not only to transport agricultural produce from the region but also as a means of assisting the drainage of the surrounding marshland areas. Brickworks were soon established adjacent to the canal near Broomfleet, exploiting the natural resources of fine Walling Fen clay and the proximity of an efficient transport system. Sandtoft Roof Tiles still produce ceramic tiles at their factory near Broomfleet.

In 1826 the Aire and Calder Navigation Company opened the Knottingley and Goole Canal (Porteous 1990), which was constructed to link the West Yorkshire coalfields to the newly constructed purpose-built docks and town of Goole on the River Ouse From the 1860s the coal was carried in large quantity by chains of towed barges known as 'Tom Puddings' until their use ceased in 1986 (pers. comm 'Goff' and Eileen Sherburn). The associated 'Tom Pudding' hoists once gave the docks a large part of their local character,

though these have been replaced by shipping container cranes in the dockside landscape.

Since the 1820s the town of Goole has gradually developed northwards and is by far the largest settlement in the Character Area. The town is still a very active working port administered by Associated British Ports (ABP) and has good water, rail and motorway transport links. As a result, a number of large, modern, trading estates and retail parks have been developed on the edges of the town. Similar parks have been established near the motorway corridor at Howden Dyke.

In the villages lying closest to the main transport networks, notably Snaith and Rawcliffe, there has been a recent increase in numbers of modern housing estates generally acting as commuter settlement. Away from the major lines of communication, however, the villages remain small and largely unchanged, with little in the way of modern planned residential development.

Description of present landscape

The Character Area is an area of intensely farmed arable land, with fields forming 75.6 per cent. The landscape is flat, low-lying and relatively featureless, with a few trees and small areas of scattered woodland. Woodland forms only 1.4 per cent of the Character Area. The fields are often large, but not exclusively so, and are usually rectilinear in shape. The field boundaries are a mixture of straight linear dykes that drain into the surrounding rivers and sparse hedgerows. Hedged field boundaries are more common on the edges of the settlements. In places where hedges have been removed to make the fields more suitable to modern farming, some of the hedgeline trees have been left in place. Post-war modern fields make up 57.5 per cent of the Character Area.

There are extensive, long views across the flat, relatively featureless open farmland to isolated farmsteads, villages and scattered blocks of woodland. There are distant views of the cranes and water towers of Goole docks, Howden Minster, the motorway bridge over the River Ouse and Drax Power Station.

Away from the main lines of communication, the area feels remote and is dominated by ‘big skies’. The low-lying farmland and villages are protected from the River Ouse by a high, grassed, flood-bank. This runs along the northern edge of the river and in places blocks the views southwards over the River Ouse. From the top of the flood- bank, there are extensive views across the broad tidal reaches of the reed-fringed River Ouse to the south bank. Mud-flats and salt-marsh make up 11.4 per cent of the Character Area. Riverside navigational lights and aids are a visible feature of the area.

Located within this extensive agricultural landscape are a number of isolated farm complexes, averaging one per 136.1ha. These farms are typically built in red brick and have pantile or grey slate roofs. They are often surrounded by more modern outbuildings.

The Character Area is intersected by a number of prominent corridors of communication formed by major road networks, canals and railway lines. To the north, the A63 leading to the M62 motorway, is the main route across the Character Area, replacing the more sinuous original route formed by the A645, A1041, A614 and the B1230. To the south, another road meanders along the north bank of the River Ouse, linking riverside settlements together. A similar sinuous road links the settlements lying adjacent to the southern bank of the River Aire. Long, straight, minor roads run north-south linking the major routes. These often have broad grassy verges and associated roadside drainage dykes.

View across farmland to Sandtoft Tile Factory. © Stephen Horncastle

The southern part of Character Area is bounded by the Knottingley and Goole Canal which enters the Ouse at the port of Goole, whilst the northern part is crossed by the Market Weighton Canal which enters the Ouse at Weighton Lock. Lying next to the canal are extensive pond complexes formed from the flooded clay extraction pits of the brick and tile works, established to exploit the local clay resource and the transport corridor of the Market Weighton Canal. The relatively unobtrusive, low profile units of the 'Sandtoft Roof Tiles' factory are just visible from the roadside near Broomfleet.

The settlements of the Character Area are strung out along the main lines of communication or along or near the banks the rivers. In the low-lying areas in between the main lines of communication, formerly Ellerker Sands, Walling Fen and marshland near Rawcliffe, there are virtually no nucleated settlements. The villages are often linear in character, lining the main roads which link them together. The buildings are traditionally of red brick with pantile or grey slate roofs. A few have been rendered and painted white or cream.

In the villages lying closest to the main transport networks, notably Snaith and to a lesser extent Rawcliffe, there has been a recent proliferation of modern housing estates built to accommodate a growing number of commuters. Planned residential development forms 1.4 per cent of the Character Area. These generally surround the settlement cores, altering the character of these villages. Away from the major lines of communication, however, the villages remain small and mostly unchanged, with little in the way of modern planned residential development. Much of the newer housing consists of the infilling of empty plots within the settlements or piecemeal ribbon development outwards along the main roads.

Goole Docks and Church. © Ian Russell

ea is the port of Goole, Britain's
tury and situated at the junction
he River Ouse. The successful and
with the planned town centre,
its distinctive cranes for modern
al to the character of the town.

g the town centre and docks
ian terraces. Between the wars,
using were added, expanding the
planned residential developments
direction.

On the western outskirts of Goole, lying within easy reach of the motorway network, a number of large, modern, trading estates and retail parks have been developed. Similar parks have been established on the motorway corridor near Howden. The large utilitarian units associated with these business parks are sited away from existing settlement, such as at Howden Dyke, and are very visible in the flat rural landscape.

Distinctive Characteristics

- Low-lying,flat landscape;
- Lack of woodland cover;
- Field boundaries formed by deep v-shaped drainage ditches with corresponding lack of hedges and trees at field boundaries;
- Numerous converging natural and man-made waterways at Character Area boundaries;
- Visible evidence for a long history of drainage;
- The modern planned town of Goole;
- Inland port infrastructure;
- Mudflats and Salt-marsh;
- Extensive late Parliamentary Enclosure resulting in very large rectilinear fields in the Walling Fen area;
- Prominence of man-made routes of communication, such as the Dutch River, Aire and Calder Navigation and particularly the M62 at its raised crossing of the River Ouse.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Intensity of production depleting soil quality;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Increase in bio-fuel crops;
Loss of non-scheduled historic earthworks through ploughing;
Maintenance of dykes and drainage systems;
Flood management of the River Ouse catchment area;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Maintenance of flood banks on the River Ouse;
Loss of open aspect views due to tree planting;
Greenhouse construction and demolition;
Loss of boundaries and dykes will remove physical evidence for land reclamation history.

Climate change

Solar panels on built features
Flooding episodes due to groundwater changes;
Increased periods of drought and heavy rain;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Ouse water system;
Changes to agriculture necessitated by climate change;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations;
Maintenance of embankments on the River Ouse;
Flooding episodes due to sea level changes;
Changes due to extreme weather events, such as storms and tidal surges.

Industry

Expansion of existing industrial and business zones on the A614 either side of Howden;
Expansion of areas of sand and gravel extraction;
Loss of World War 2 airbase infrastructure to industrial estates;
Expansion of industrial and business parks along the M62 corridor;
Expansion of new energy production infrastructure;
Threat of increased pollution;
Expansion of aggregate extraction;
Expansion and contraction of industrial facilities;
Industrial encroachment on the historic town of Howden;

Settlement

Further expansion of residential areas around existing villages resulting in further loss of green belt between settlements;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Dereliction of historic isolated farm buildings;

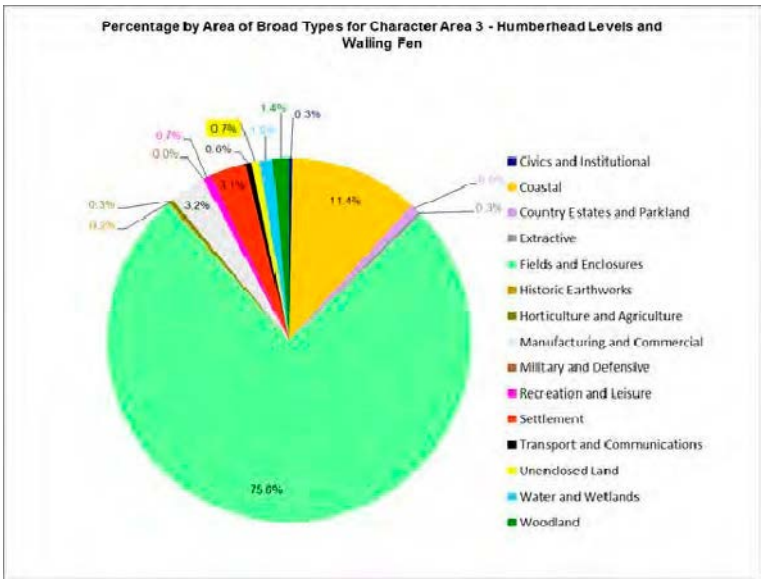
Expansion of settlements within commuting distance from Hull;
Ribbon development on the B1230;
Changes in use for farms and associated buildings.

Tourism and recreation

Establishment of new recreational fishing ponds with associated chalet parks;
Possible increase in levels of tourism due to changes in holiday habits here and abroad;
Establishment of caravan parks and leisure parks;
Creation of new opportunities for leisure in and around former clay pits;
Increase in nature tourism as areas of sediment accretion increase bird numbers.

Natural

Creation of new landmass via riparian sediment accretion.



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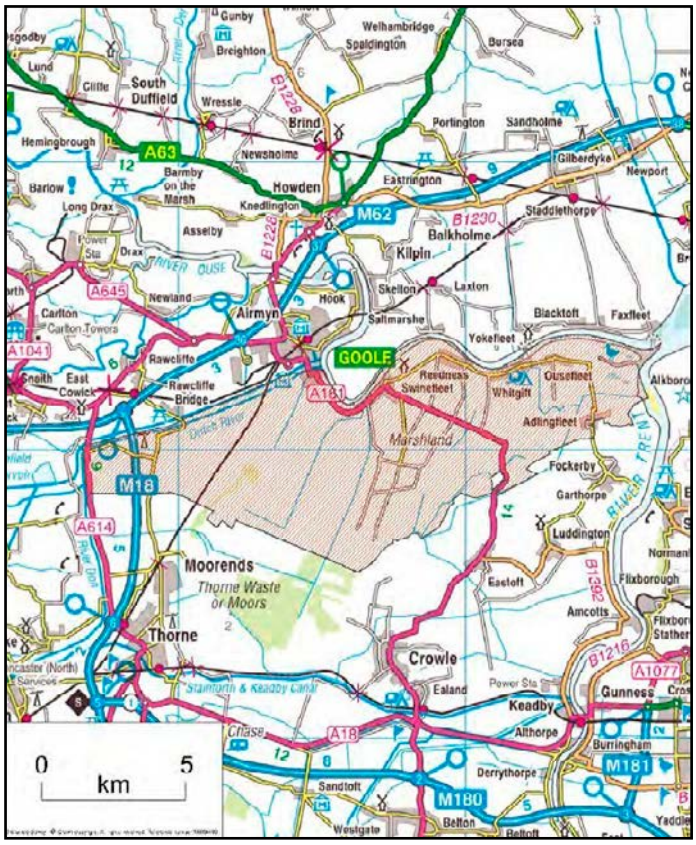
5.4 Character Area 4 – Goole Fields

ARS sub-province	CHUTE
Natural England National Character Area	39 Humberhead Levels 41 Humber Estuary
Total area	8,109ha
Percentage of Project Area	3.4 per cent



Location

The Goole Fields Character Area lies to the south-east of Goole, on the south-western fringe of the Project Area. It is a low-lying area of former floodplain, lying at a height of between 2-3mOD, bounded by the Rivers Ouse to the north, Trent to the east, the Don/Dutch River to the west and the county boundaries of Lincolnshire and South Yorkshire to the south. The Character Area originally lay within the historic county of the West Riding of Yorkshire but became part of the newly-established county of Humberside in 1974. After Humberside was dismantled in 1996, it was transferred to the East Riding of Yorkshire.

Landscape evolution

The landscape history of the Goole Fields Character Area is principally one of land reclamation from inland marshland and conversion into agricultural land. The area lies within the floodplain of the meandering Rivers Ouse, Trent, Don and Aire. The present day course of the Ouse, Trent and Aire

remain largely unchanged, but the River Don has been dramatically altered over time. Originally, as it approached the area from the west, it branched into two tributaries near the present town of Thorne. The western tributary, known as the 'Turnbrigg Dyke', ran northwards to join the River Aire north-east of Snaith. The eastern tributary, known as the 'Lambrok Dyke', meandered eastwards via Crowle to join the Trent near Adlingfleet. Lying between and surrounded on all sides by rivers, was an extensive area of low-lying marshland, which included Thorne, Crowle and Goole Moors (Gaunt 1975; Dinnin 1997).

The earliest attempts at drainage and land reclamation in the area may date to the Roman period. It has been suggested that the relatively straight 'Turnbrigg Dyke', is an artificial water course and that the organisational engineering skills needed to construct it would date it to the Roman or post-Norman Conquest periods (Gaunt 1975).

Records from the Domesday Survey indicate that in the immediate post-Conquest period an extensive area including 'Inclesmoor' which comprised Thorne Moors, and much of the land to the north, still had a largely wetland character. Adlingfleet, sitting at a height of around 4mOD, is the only village in the Character Area mentioned in the Domesday Survey. The neighbouring marshlands would have been utilised for common grazing, fisheries and wildfowling.

The drainage of the wetlands, reclamation and development of settlements along the southern bank of the River Ouse began in earnest after the Norman Conquest and was largely undertaken on behalf of the large abbey churches of the area, most notably St. Mary's Abbey, York and Selby Abbey. Before the settlements could be established, the River Ouse was embanked to limit inundations. The church of St. Mary Magdalene at Whitgift has 12th-century origins, so it seems reasonable to suggest that the embankment of the Ouse would predate this, so a late 11th- or early 12th-century date seems likeliest. Soon after, a ferry across the Ouse and associated settlement were developed at Whitgift. The villages of Ousefleet, Reedness and Swinefleet also appear to have been established at this time. These settlements would have been quick to drain the adjacent lands and establish open strip field systems as soon as possible (Dinnin 1997; de Noort 2004).

From around 1200, attempts were made to drain and improve the land to the south, and around 'Inclesmoor'. This was achieved by granting allotments of land to interested parties, mostly but not exclusively, religious institutions. The allotments consisted of strips of land which stretched southwards from the bank of the Ouse and extended deep into the moor. These strips of moorland allotment could vary considerably in width: John de Yorthberg of Swinefleet was awarded a 38m wide strip in c.1300, whilst in 1307, the Abbey of Thornton was awarded a 257m wide strip to add to its already extensive allotments. Long linear dykes were cut, draining the allotments into larger drains or adjacent rivers. In the Character Area they mostly drain northwards into the Ouse via a system of sluices. When workable, the strips were

primarily used as turbaries, cutting peat for building and fuel. Cart tracks were added to the gradually reclaimed landscape to facilitate the removal of the turves. Over time the turbaries were extended as far southwards into Thorne Moors as was practicable (Dinnin 1997; de Noort 2004).

After reclamation, the majority of the land in the south and west of the Character Area was primarily used as pasture and meadow with the waste that remained being intercommoned between the townships along the bank of the Ouse to the north. Here they retained common rights for grazing and turf cutting. In the north of the Character Area, closer to the settlements, there was a slightly longer history of land improvement, resulting in a more agriculturally developed landscape. For example, 56 per cent of land was farmed as arable in the township of Whitgift by the 17th century (Dinnin 1997).

By the beginning of the 17th century the Crown was looking to raise revenue by improving areas of land which it deemed waste and unprofitable. This essentially meant unrented common land such as Hatfield and Thorne Moors. To facilitate this 'An Act for the recovery and inning of drowned and surrounded grounds and the draining dry of watery marshes, fens, bogs, moors and other grounds of like nature' was passed by Parliament in 1600 (Dinnin 1997 de Noort 2004).

In 1626, Cornelius Vermuyden was commissioned by Charles I to proceed with the draining of this part of the Humberhead Levels, so the 'lands should be made dry and useful for the king and the good and welfare of the local inhabitants', although in practice this really meant that the land was divided between the Crown, the 'Participants' who helped fund the scheme, and Vermuyden.

The major alterations undertaken by Vermuyden affecting the area relate to the two tributaries of the River Don. Water destined for the eastern arm of the river was diverted into the western where it flowed along the suitably improved 'Turnbrigg Dyke' into the River Aire. The relict eastern arm connected with two new parallel dykes which drained into the Trent at Amcotts, Lincolnshire. It soon became clear that the 'Turnbrigg Dyke' could not cope with the unified flow of the Don, which regularly overflowed its banks. This resulted in the construction, between 1632-35, of the 'Dutch River', a double dyke which flows from the 'Turnbrigg Dyke' near Snaith, into the Ouse south of Goole (Gaunt 1975; Dinnin 1997; de Noort 2004).

After drainage the previously inaccessible areas of common moor were divided up into strip like turbaries and the process of land reclamation recommenced.

Further drains were added during the 18th century in response to continued flooding, which in turn led to the enclosure by Act of the remaining unenclosed areas of moor, from the mid 18th century to the early 19th century. Whilst peat-cutting continued, high water levels were maintained in

the boating dykes, but as the peat trade declined in the latter part of the 18th and early 19th centuries, the boating dykes were closed to navigation and the water levels were dropped to facilitate drainage and further reclamation (Dinnin 1997).

Ousefleet was the only township in the Character Area that was wholly enclosed by Act of Parliament and that was at the late date of 1847. Contemporary with the enclosure of the last remaining areas of 'waste', were the first occurrences of land reclamation by warping. This was often a compulsory requirement of the Enclosure Awards. Between 1821 and 1825, some 648ha of 'waste' in Marshland was warped by cutting the Swinefleet Warping Drain 4.5km southwards from the banks of the Ouse. A further 800ha of land was warped on Ousefleet Moor by digging an eastern side branch from the Swinefleet Warping Drain. A number of these drains are prominent features of the landscape to this day. In 1861 the 'Thorne Moors Drainage and Improvement Act' was passed resulting in the digging of further dykes in an attempt to warp Thorne Moors, but the scheme foundered due to financial difficulties (Dinnin 1997).

Warping produced vast increases in the amount of agricultural land, with the arable land in the township of Whitgift, for example, having been doubled in the years between 1801 and 1870.

Due to the increased use of coal as fuel, peat cutting was in decline during the late 18th and early 19th century. However, in the 1880s commercial peat extraction increased due to the horse and cattle litter market, with at least four companies cutting peat on Thorne and Hatfield Moors. During the 1890s to 1930s, a lot of work was carried out by Dutch immigrants working on Thorne Moors. Their excavation techniques produced a distinctive pattern of parallel drains and canals known as the 'Dutch Canal' system (Dinnin 1997).

By the 1950s, peat production had dropped to a tenth of its maximum output, though in 1963, Fisons bought out the British Peat Moss Litter Company and intensified extraction for use as horticultural compost. Extraction intensified in the 1970s with deeper drainage, drying out the uppermost peat deposits, which were then removed wholesale by repeatedly skimming off the dry layers. During this period it is thought that the peatlands were reduced in level by 2m (Dinnin 1997).

In 1994, Fisons gave English Nature 946ha of moorland and peat-cutting effectively ended in 2001. Thorne Moors are now managed as a National Nature Reserve by Natural England.

In 1973 Blacktoft Sands, an area of tidal reedbed at the junction of the River Ouse and Trent, became a national nature reserve managed by the RSPB.

Much of the early enclosure survived until the mid 19th century, but since then there has been a process of progressive consolidation of smaller fields

into larger blocks of land to facilitate modern farming techniques and machinery, resulting in the loss of field boundary dykes.

There was a small area of landscaped parkland at Goole Hall, near Old Goole, which was established in the early 19th century. However, since the latter part of the 20th century, virtually all of this landscaped parkland has been converted back into agricultural land.

After the establishment of the port of Goole in the mid 19th century, Old Goole, the largest settlement in the Character Area, gradually developed from a small hamlet into a semi industrial suburb of Goole. Rows of terraced houses were added during the latter part of the 19th century, and the growth of the settlement escalated after the establishment of Goole shipyard in the early 20th century. The shipyard closed in the late 1980s and part of the former site is now a business park.

In other parts of the Character Area there has been little change to the villages, with modern large-scale housing developments being almost completely absent. Infilling of empty plots within settlements, and small-scale piecemeal development around the fringes, appears to be the norm. Ribbon development along the main road between the settlements has resulted in some of the villages growing together.

Description of present landscape

The Character Area is an area of intensely farmed arable land, with fields forming 86.9 per cent. The landscape is remarkably flat and featureless, with virtually no trees or woodland. Woodland forms only 0.3 per cent of the Character Area. The field boundaries consist of straight linear dykes that drain, with the aid of pumps, into the surrounding rivers.

Track to Underwoods, south of Reedness. © Christine Johnstone

There are extensive, long distance views across the flat featureless open farmland, with virtually no hedges, trees or areas of woodland in view. There are distant views of the cranes and water towers of Goole docks from the northern part of the Character Area. Occasionally a ship on the navigable reaches of the Ouse or Trent glides past, looking as if it is sailing across the flat agricultural landscape. The area feels remote and is dominated by 'big skies'. The low lying farmland and villages are protected from the River Ouse by a high, grassed, flood-bank. This runs along the southern edge of the river and in places blocks the views northwards over the River Ouse.

Associated with the flood-bank are a number of sluices where the large field drains flow into the river. Where the flood-bank is lower, or from the top of the flood-bank, there are extensive views across the broad tidal reaches of the reed-fringed River Ouse to the north bank. Riverside navigational lights and signals are a visible feature of the area.

Located within this extensively agricultural landscape are a number of isolated farm complexes averaging one per 122.9ha. These farms are typically built in red brick and have pantile or grey slate roofs. They are often surrounded by more modern outbuildings.

River Ouse defences, Little Reedness. © Chris

There is a distinct lack of roads in the Character Area, which adds to the feeling of remoteness. A minor road snakes along the southern bank of the River Ouse connecting all the villages from Old Goole in the west to Adlingfleet in the east. From Swinefleet the A161 branches off to make a circuitous journey to Eastoft in Lincolnshire. The route appears to be avoiding an area of previously unreclaimed marshland. The road sits on a slightly raised bank formerly known as the 'King's Causeway', which is bounded on either side by dykes. A number of minor roads, little more than tracks, lead from the main roads to isolated farmsteads sitting in the open expanses of arable fields.

The villages of the Character Area are concentrated along the southern bank of the River Ouse, from Old Goole in the west to Adlingfleet near the River Trent in the east. They are linear in nature, lining the main road which links the villages of the Character Area together. The buildings are traditionally of red brick with pantile or grey slate roofs. Apart from Old Goole, which developed into a semi industrial suburb of Goole based around a former shipyard, there has been little planned residential development in the Character Area and most of the newer houses represent infilling of empty plots within the settlements or piecemeal ribbon development along the main road. This has led to the villages of Reedness, Little Reedness and Whitgift merging. Nearby two windmill towers survive as local landmarks. A number of early enclosed fields, bounded by hedges, survive on the edges of the settlements and are now largely used as pasture or paddocks.

In the western part of the Character Area, south of Old Goole, lying between Chantry's Drain and Swinefleet Warping Drain, moorland allotments form

Track to Old Goole, from Goole Fields. © Jonathan Thacker

a distinctive linear field pattern unique to the Thorne Moors area. Long strip-like fields run back from the raised bank south of the River Ouse, extending across the flat landscape towards Thorne Moors. The field boundaries are formed by dykes that drain into the Ouse. These are originally of late medieval or early post medieval date and represent the draining of a once more extensive area of inland marsh and raised mire and its subsequent exploitation for peat extraction. This form of early enclosure forms 14.8 per cent of the Character Area. The moorland allotments located between the Ouse and Thorne Moors survive to this day as the foremost distinctive landscape feature of the Character Area, even though there has been some boundary loss and extensive post-medieval warping has raised the surface of the land considerably. From ground level the strip-like nature of the fields is difficult to see due to fact that the boundaries are formed by dykes or tracks. There is a lack of above ground definition.

To the east of the Character Area, lying between Swinefleet Warping Drain and the Trent, there are larger, modern, rectangular fields, bounded by linear dykes, which are more amenable to modern intensive farming practices and machinery. These were formed by consolidating the once strip-like fields, a combination of early enclosed open fields and moorland allotments. Many of these strip fields survived into the late 19th or early 20th century. Modern fields make up 65.3 per cent of the Character Area, as much of the Character Area was enclosed soon after reclamation, either in the medieval period or in the 17th century, Parliamentary enclosure forms only a small percentage of the Character Area (5.9 per cent).

Located in the south of the Character Area is the northern part of Thorne Moors, the majority of which lies over the county boundary in South Yorkshire. This represents one of the largest areas of lowland raised mire in England. Its character has been changed by years of intensive peat extraction, but these have been replaced by more traditional methods, resulting in the re-colonisation of the peat bog by rare plants and invertebrates. It now forms part of the nationally important Thorne, Crowle and Goole Moors SSSI. The 422.5ha of peat bog forms 5.2 per cent of the Character Area. Small areas of woodland have been planted around the fringes of the Moors. Due to its remote location far from any road, Thorne Moors do not have much of a visual impact on the Character Area.

At the junction of the River Ouse and Trent lies a 315.4ha area of tidal reedbed, the largest in England. It forms the important RSPB Blacktoft Sands nature reserve.

The Goole Fields Drained Farmland Character Area is remote and unique, with its mix of linear fields contrasting with large open fields. It has a strong sense of character, despite it being a rather featureless landscape.

Distinctive Characteristics

- Distinctive long linear fields, a relatively large proportion of which consist of early enclosure 'moorland allotments';
- Large areas devoid of settlement and lines of communication;
- Extremely flat topography, with few upright features to interrupt long views;
- Scarceness of trees and woodland;
- Humberhead peatlands: parts of Rawcliffe, Snaith, Cowick and Goole Moors, including important areas of raised mire;
- Evidence for ancient turf cutting;
- Evidence for more recent mechanised turf cutting;
- Nature reserves on the peatlands.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Loss of characteristic strip-like 'moorland allotment' fields system;
Intensity of production depleting soil quality;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Conversion of landscaped parkland to agriculture;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Maintenance of dykes and drainage systems;
Flood management of the River Ouse catchment area;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Maintenance of flood banks on the River Ouse;
Loss of open aspect views due to tree planting;
Soil erosion in areas that once possessed peaty soils;
Loss of boundaries and dykes will remove physical evidence for land reclamation history.

Climate change

Solar panels on built features;
Flooding episodes due to groundwater changes;
Flooding due to extreme weather events;
Increased periods of drought and heavy rain;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Ouse water system;
Changes to agriculture necessitated by climate change;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations;
Maintenance of embankments on the River Ouse.

Industry

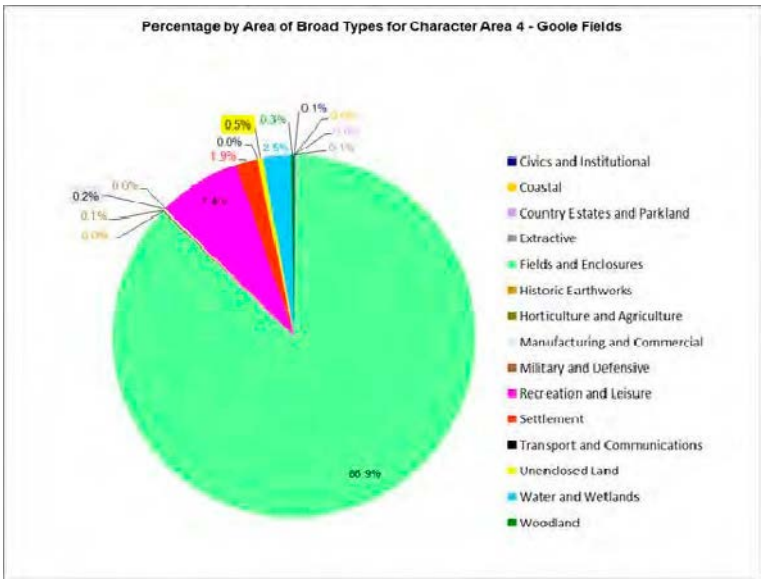
Expansion of new energy production infrastructure;
Expansion of industrial facilities, particularly at Old Goole;
Threat of increased pollution.

Settlement

Further expansion of residential areas around existing villages resulting in further loss of green belt between settlements;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Ribbon development on the road from Swinefleet to Ousefleet;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices.

Tourism and recreation

Further development of facilities at existing Nature Reserves;
Possible increase in nature tourism as areas of sediment accretion increase bird numbers;



Possible increase in levels of tourism due to changes in holiday habits here and abroad.

Natural

Creation of new landmass via riparian sediment accretion.

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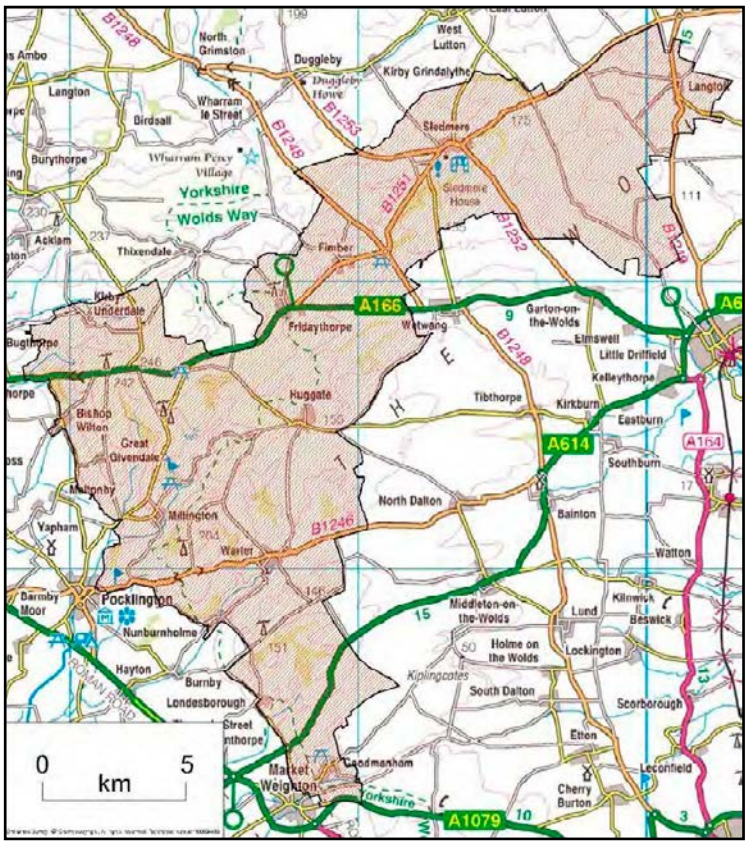
Goole on the Web, Available at: http://www.goole-on-the web.org.uk/main.php?key=1

5.5 Character Area 5 – Western Wolds Dry Valley

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 28 Vale of York
Total area	19,745ha
Percentage of Project Area	8.2 per cent



Location

The Western Wolds Dry Valley Character Area includes the northern part of the Wolds western escarpment and an area of High Wolds chalk uplands adjacent to the North Yorkshire county boundary. It runs from Market Weighton in the south, north- westwards towards Malton, rising to a height of 246mOD near Wilton Beacon, before turning north-eastwards to meet the county boundary north of Langtoft. The western extent of this Character Area lies at the bottom edge of the Wolds escarpment where it meets the lowlands of the Vale of York. Its eastern extent is formed by the High Wolds Plateau Character Area.

Landscape evolution

The landscape development for the Western Wolds Dry Valley Character Area is largely the same as that for the High Wolds Plateau Character Area. Much of the woodland had been removed during the Bronze Age leaving an expanse of rolling, grass uplands, intersected by steep-sided, sinuous, dry

valleys. This landscape was then subdivided into smaller units by an extensive system of linear bank and ditch earthworks known locally as 'dykes', which have a close association with the dry valleys. These were linked by a series of tracks and droveways, which formed the focus for groups of burial mounds. There are some fine surviving examples of these dykes in the Character Area, most notably Huggate Dykes. These run along the edges of the steep-sided dry valleys and have thus escaped the ravages of the plough. There would have been some arable agriculture, but the grasslands were largely used for grazing. The A166, originally a Roman road, runs across the northern part of the Character Area from Garrowby in the west to beyond Fridaythorpe in the east. A further discontinuous stretch of surviving Roman road runs from Uncleby Wold in the north-west, across the A166 and continues down to Warter in the south-east.

During the early medieval period nucleated villages were established at the heads of or in the sheltered valleys, close to the spring line where there was an abundant supply of fresh water. These were typically surrounded by an arable open-field system, with the common pasture being located on the open grasslands of the Wold tops. From the later medieval period onwards rabbit warrens were also established in the Wolds grasslands.

In the 12th century, two religious houses were founded in the Character Area, both lying within the same sheltered valley in the western Wolds. At the head of the valley lay Warter Priory, with its community of Augustinian Canons, and at the foot of the valley was the Benedictine Nunnery at Nunburnhome. Both communities probably farmed the floor and lower slopes of the valley and grazed sheep flocks on the upper Wolds. Both houses were dissolved in the 1530s and all that remains are extensive earthworks.

Dry Wolds valleys and arable uplands from Sylvan Dale to Scoare Dale. © Neal Theasby

The rolling grassland character of the Yorkshire Wolds landscape remained largely unchanged until the Parliamentary enclosures of the later 18th and early 19th centuries, although some parishes and townships were enclosed earlier – Kilnwick Percy and Kirby Underdale were already enclosed by 1574 and 1665, respectively. Early enclosure constitutes only 1.4 per cent of the total Character Area, however, and would have had little impact on the landscape as a whole.

There are five areas of landscaped parkland within the Western Wolds Dry Valley Character Area, representing 1.6 per cent of the area, over twice the percentage for the Project Area. The parkland at Londesborough Hall developed from a late medieval or early post-medieval deer park and was

extended in the 18th century (Neave 1991), pre-dating the enclosure of the parish in the early 19th century. Warter Priory and its parkland had also been established before the parish was enclosed in the 18th century. Kilnwick Percy Hall and Garrowby Hall were established in the early 18th and early 19th centuries respectively, with their parkland being imposed on areas of early enclosure. At Sledmere Hall, the landowner appeared to use the Enclosure Act of 1775 to partially demolish and re-site the village, whilst extending the parkland in the process. Although the landscaped parkland and its associated areas of woodland do not dominate the landscape, they do add to its diversity.

After Parliamentary planned enclosure more of the Wolds upland pasture was converted to arable, leaving only the valley slopes and floors too steep and deep to plough as unimproved pasture. This is essentially the landscape which survives today.

Some field boundaries have been removed in the post-war period to make fields more suitable for modern farming machinery and techniques. However, because the original Parliamentary planned fields were reasonably large in area; it has had less of an impact than in other Character Areas. In the latter part of the 20th and into the 21st century, 187ha of landscaped parkland has been converted back into agricultural land.

There has been little change to the villages of the Character Area, with modern large-scale housing developments being almost completely absent. Infilling of empty plots within and small scale piecemeal development around the fringes of the settlements appears to be the norm. Some estate villages, such as Sledmere and Warter, were re-modelled or added to in the 18th or 19th centuries, giving them their characteristically uniform appearances.

Due to its height and position overlooking the Vale of York, the Character Area has a number of telecommunications masts located in prominent positions. Although their footprint on the land is small, the visual impact on the landscape is proportionally higher.

Description of present landscape

The Western Wolds Dry Valley area shares many of its landscape attributes with the other Wolds Character Areas, but here they are at their most pronounced. It is predominantly characterised by a combination of two distinct, but interconnecting, landscape types; the intensely farmed arable fields of the Wold tops and the dry valleys that cut across them. The higher Wolds are an open, rolling landscape, with unrestricted views and 'big skies'. The arable fields (79.6 per cent of the Character Area) largely date from the Parliamentary planned enclosure of the later 18th or early 19th century and are large and rectangular, bounded by discontinuous hedgerows. In some areas the hedgerows are sparse and over-cut. Fields retaining their planned enclosure boundaries form 31.8 per cent of the Character Area, whilst those with significant modern boundary loss form 39.5 per cent.

In many places the dry valleys which snake their way through the upper Wolds landscape are not visible from the high fields. This gives an impression of an unrestricted, intensely arable landscape stretching for miles at a time.

The settlement of the High Wolds landscape is dominated by dispersed, isolated, post-enclosure farms (1 per 164.6ha), surrounded by protective woodland shelter- belts. These farms tend to be brick-built with pantile or grey slate roofs and are sometimes surrounded by more modern farm buildings.

The view along Deep Dale dry valley. © Andrew Whale

The uplands are typically incised by sinuous, flat- bottomed, dry valleys, known, locally as 'dales' or 'slacks'. These are at their most numerous and dramatic in the Western Wolds Dry Valley Character Area, where they are so steep-sided and deep that they remain uncultivated as rough grassland pasture, or have been utilized for plantation woodland. Where grazing has been neglected, areas of hawthorn scrub have become established. Unenclosed pasture and rough grassland and scrub form 7.8 per cent of the Character Area, significantly higher than the 2.5 per cent for the Wolds as a whole. The chalk grasslands of the dale slopes and valleys are the most important and characteristic habitat of the Yorkshire Wolds and are all that survive of the pre-enclosure landscape. The geological and ecological importance of this landscape is indicated by the presence of a number of SSSI, ranging from Cottam Well Dale in the north–east via Horse and Holme Dales, Bishop Wilton Dale, Millington Wood and Pastures, down to Rifle Butts Quarry and Kiplingcotes Chalk Pit in the south-west.

The spring line in the valley bottoms can produce small areas of damp marshy grassland known as 'flushes', which are rich in plant life and sometimes develop into larger spring-fed ponds, such as those at Millington Pastures.

When in the valley bottom, the surrounding landscape can feel remarkably restrictive and enclosed, with limited views. The large expanses of arable fields on the high Wolds are generally not visible from the valley floors, giving the impression of an unrestricted landscape of unimproved, grassland pasture stretching for miles. Smaller side valleys branch off the main ones and the steep-sided slopes of these are often planted with woodland.

Woodland in the Yorkshire Wolds as a whole is rather scarce (1.1 per cent), but this Character Area holds a higher proportion. The valleys are one of the most heavily wooded parts of the Yorkshire Wolds, with woodland

forming 8.4 per cent of the Character Area. Most is plantation woodland making profitable use of the steep valley slopes, which otherwise could not be cultivated. Some survival of ancient/semi-ancient ash woodland between Bishop Wilton, Millington, Pocklington and Nunburnholme, along with landscaped parkland (1.6 per cent) concentrated in areas around Garrowby, Sledmere and to the south-east of Pocklington at Kilnwick Percy, Warter and Londesborough, increases the wooded nature of, and adds diversity to, the Character Area.

The secluded village of Millington. © Jeremy Howat

In the western and northern parts of the Wolds there relatively few villages and these tend to be situated, like Millington, Kirby Underdale, Langtoft, Nunburnholme and Goodmanham, in a preferred zone of settlement, either at the heads, or in the bottoms, of the valleys close to the spring line where there was a readily available supply of fresh water.

Due to their location within the sheltered Wolds valleys many of the villages have a secluded, isolated feel. They are typical of the medieval form of settlement, where the village is largely linear in form, running along a main road, surrounded by its open-fields situated on the floor, or the less severe lower slopes, of the adjacent valley. The common pasture, sheepwalks and rabbit warrens tended to be located on the open grasslands of the High Wolds.

Because of the settlements' proximity to an abundant water supply, the village pond, a common feature of villages on the High Wolds Plateau, is a less common feature of the villages in this area, though some villages lying closer to the High Wolds, such as Fimber and Fridaythorpe, do have ponds.

The houses within these villages are mostly constructed in red brick, sometimes whitewashed, with pantile or slate roofs. Some villages such as Langtoft, Huggate, Towthorpe and Fridaythorpe retain a number of traditional chalk-built structures. There is little in the way of modern planned residential development and most of the newer houses represent infilling of empty plots within the villages or small scale piecemeal developments around the periphery. Some of the churches also contain sandstone of the Howardian Hills, to the north of the Project area, such as at St Mary's, Fridaythorpe.

Post-enclosure estate villages such as Londesborough, Warter and especially Sledmere, which were established or expanded by the local estate owner, have, by nature, their own architecturally uniform character.

East-west roads with wide verges cross the Character Area and drop down from the High Wolds Plateau to the Vale of York below. Alternately, sinuous roads run through the Wolds valleys from secluded village to secluded village.

There are stunning views from the top edge of the western escarpment at Arras and Givendale, where the whole of the Vale of York and the Humberhead Levels are visible: in the near distance lies Church Hill, Holme-on-Spalding Moor; York Minster is just visible; and beyond them, the three great power stations of Drax, Eggborough and Ferrybridge, with their associated plumes of steam, dominate the distant horizon. On clear days the distant Pennines and the Howardian Hills can be seen. Telecommunications masts are visible on prominent hills from Garrowby in the north to Nunburnholme Wold in the south. To the east are views over the unremitting, rolling agricultural landscape of the High Wolds Plateau.

Agriculture is the dominant industry of the Western Wolds Dry Valley Character Area, although there are active chalk quarries to the west of Huggate village and on Millington Wold (occupying 18 hectares of the Character Area (0.1 per cent)).

Distinctive Characteristics

- Chalk used as a building material;
- Use of sandstone from the Howardian and Tabular Hills in church structures;
- Sinuous dry valleys;
- Sinuous strips of plantation woodland on steep valley sides;
- Unenclosed ground along steep valley sides;
- Surviving prehistoric dyke systems;
- Low settlement density;
- Extensive survival of large Parliamentary Planned Enclosures;
- Concentration of Private Planned Enclosure around the village of Cowlam;
- Small proportion of Early Enclosure;
- Villages possess a sense of remoteness, high on the Wolds.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Deep ploughing and soil erosion into undulating valleys leaving bare chalk on tops;

Intensity of production depleting soil quality;
Loss of dry valleys to arable farming;
Less intensive grazing by sheep of dry valleys, resulting in scrub encroachment and loss of grassland habitat;
Loss of grassland habitat in dry valleys to plantation woodland;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Loss of landscaped parkland to agriculture;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Further loss of woodland;
Further loss of Wolds chalk grassland habitat.

Climate change

Solar panels on built features;
Loss of native tree species;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change.

Industry

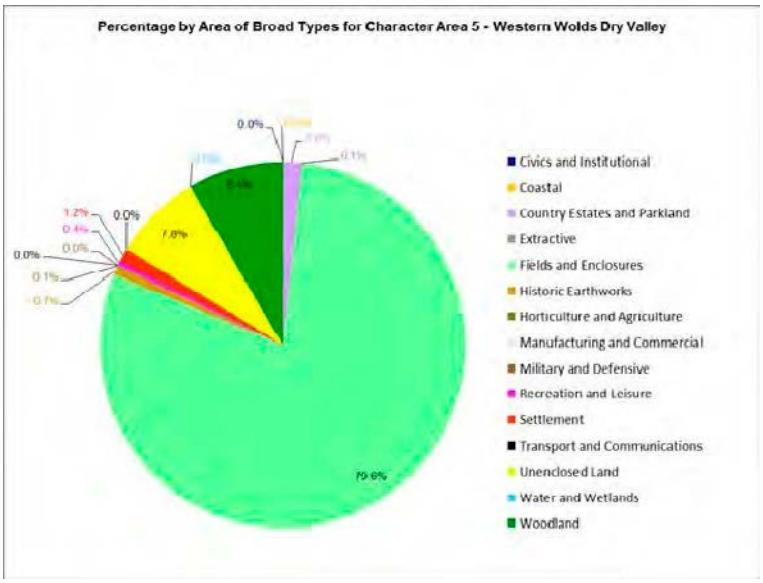
Siting of telecommunications masts.
Expansion of new energy production infrastructure;
Expansion of chalk extraction;
Wind farms alteration of upland views.

Settlement

Expansion of residential areas around existing villages;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Dereliction of historic isolated farm buildings;
Changes in use for farms and associated buildings;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices.

Tourism and recreation

Increase in number of visitors, popular destination for ramblers;
Further increase in levels of tourism due to changes in holiday habits here and abroad.



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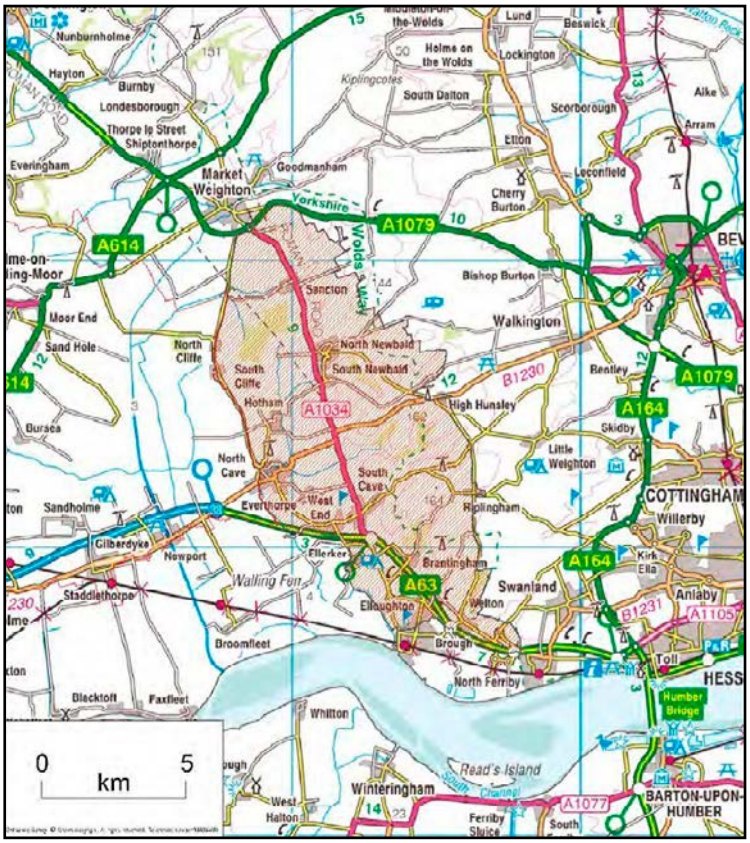
5.6 Character Area 6 – Western Wolds Limestone Escarpment

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 28 Vale of York 39 Humberhead Levels
Total area	7,664ha
Percentage of Project Area	3.2 per cent



Location

The Western Wolds Limestone Escarpment Character Area forms the southern extent of the western Wolds edge, running south from Market Weighton to just north of the Humber at Elloughton and Welton. The escarpment, an outcrop of Jurassic limestone known locally as 'Cave Oolite', forms a band of undulating foothills which drop away from the High Wolds in the east, lying at a height of 160mOD, near High Hunsley, to the flat lowlands in the west. It is bounded to the east by the High Wolds Plateau Character Area, to the north by the Western Wolds Dry Valley Character Area and to the west and south by the Vale of York and the Humberhead Levels and Walling Fen.

Landscape evolution

The landscape history for the Western Wolds Limestone Escarpment Character Area has much in common with that for the rest of the Yorkshire Wolds.

The Character Area contains the sites of Roman villas at South Newbald and Brantingham. The A1034 the main route across the Character Area was originally a Roman road, running from Brough (the Roman town of Petuaria) in the south, to Market Weighton in the north, before continuing to York. Another, now lost, Roman road branched off the A1034 south of South Newbald and joined the A1079 to the west of Shiptonthorpe.

During the early medieval period, villages were established at the foot of sheltered valleys, close to the spring line with its supply of fresh water from the streams draining down to the flatlands to the west. The villages were typically surrounded by an arable open-field system, with the common pasture being located in the steep- sided dry valleys or on the open grasslands of the higher Wolds. From the later medieval period onwards rabbit warrens were also established in the Wolds grasslands.

Like other parts of the Yorkshire Wolds, the rolling grassland character of the landscape remained largely unchanged until Parliamentary enclosure, although, in some parishes and townships, such as North Newbald and North and South Cave, small areas of the open fields lying adjacent to the villages and even parts of the commons were enclosed in a piecemeal fashion at an earlier date. Houghton was depopulated and enclosed by 1737 (Crowther 1983). Early enclosure constitutes 3.1 per cent of the total Character Area and would have had limited impact on the landscape as a whole. All of the other townships and parishes of the Character Area were enclosed by Act between the 1760s and the early 19th century.

There are four areas of landscaped parkland within the Western Wolds Limestone Escarpment Character Area, representing 1.9 per cent of the area, well over twice the percentage for the Project Area. The parkland at Houghton Hall was established in the 1768 (Allison 1979), being imposed on areas of existing early enclosure. The parkland at South Cave Castle was established a short time before the enclosure of the parish by Act in 1785, possibly on an area of old enclosure lying adjacent to the village. Hotham Hall parkland and that at The Lawn, Welton were established soon after the parishes were enclosed by Act in the late 18th century (Neave and Turnbull 1992). Although the landscaped parkland and its associated areas of woodland do not dominate the landscape, they do add to its diversity.

After Parliamentary enclosure, more and more of the Wolds upland pasture was converted to arable, leaving only the valley slopes and floors too steep and deep to plough as unimproved pasture, or utilised for woodland plantations. This is largely the landscape which survives today.

There has been some post-war hedged boundary loss, to make fields more suitable for modern farming techniques and large machinery. In the latter part of the 20th and into the 21st century, 108ha of landscaped parkland has been converted back into agricultural land.

In the northern part of the Character Area there has been little change to the villages, with modern large-scale housing developments being almost completely absent. To the south, where the villages are closer to the A63, the main artery into Hull, the villages of Elloughton, South Cave, and to a lesser extent Welton and Melton, have been surrounded by large modern housing estates. Nearby, at Everthorpe two prisons have been built.

Description of present landscape

The Character Area shares many of its landscape attributes with the other Wolds Character Areas, but here they are more varied and less severe. Steep-sided, sinuous, dry valleys run from the higher Wolds east-west across the Character Area, becoming broader and more shallow at lower levels. Streams form at the spring line and flow down the valleys to the flat lands to the west. It is a gently undulating, more intimate landscape with good hedge survival and a greater number of trees than the other parts of the Wolds.

The Wolds Way, near Newbald Wold. © Roger Gilbertson

There are largely uninterrupted views across the rolling farmland of the foothills of the scarp, across the Vale of York and Humberhead levels to the west and views eastwards, up the sinuous, often wooded valleys, to the High Wolds Plateau.

Like the other areas of the Wolds, it is dominated by intensive arable farming, with fields forming 78.1 per cent of the Character Area. Many of the fields originally date from the Parliamentary planned enclosure of the later 18th or early 19th century, although there is also some private planned (7.7 per cent) and early (3.1 per cent) enclosure. The fields are generally smaller than those of the High Wolds Plateau, are rectangular in shape and are bounded by continuous, well maintained hedgerows with surviving hedgeline trees. Fields retaining their Parliamentary enclosure boundaries form 27.4 per cent of the Character Area, whilst those with significant modern boundary loss, resulting from modern agricultural practices, form 37.5 per cent.

Set amongst the arable fields, averaging one per 129.9ha, are isolated post-enclosure farmsteads. Many of the farmhouses are built from the local limestone, with pantile roofs, and some have been re-faced with red brick.

Most have more modern outbuildings, but because of the sheltered nature of the landscape, the shelter-belts of the High Wolds Plateau are largely absent.

The Character Area contains a significant number of steep- sided dry valleys, some of which have retained their distinctive Wolds chalk grassland pasture, forming 2.0 per cent of the Character Area. Some of the ungrazed areas of the valleys have developed into hawthorn scrubland.

Many of the valleys now contain well established plantation and ancient/semi ancient natural ash woodland. There is also an extensive Farmland of the lower escarpment looking towards Houghton area of woodland on Houghton Moor covering approximately 196ha. This gives the Character Area a well-wooded feel, with woodland forming 10.5 per cent of the Character Area, making it the second most wooded part of the Yorkshire Wolds after the Great Wolds Valley.

Farmland of the lower escarpment looking towards Houghton Moor woodland. © Peter Church

Brantingham, © Paul Harrop

Landscaped parkland at Houghton Hall, Hotham Hall, Cave Castle and a small area at The Lawn, Welton, form 1.9 per cent of Character Area, adding further woodland and diversity to the landscape. In recent years 108ha (1.4 per cent of Character Area) of parkland has been converted back into farmland.

The main line of communication is the A1034, a former Roman road running south-north along the scarp from Brough to Market Weighton and then continuing to York. This road links the villages of the higher part of the escarpment, whilst a minor road runs roughly parallel to it, linking the villages of the foot of the scarp. Sinuous roads dropping from the top to the foot of the scarp link the two. At its southern extent the A1034 meets the A63, the main route into Hull from the west.

The Western Wolds Limestone Escarpment Area is a preferred zone of settlement, containing fifteen nucleated villages and hamlets, located below the spring line, usually next to a stream and nestled within the wider,

sheltered, lower valleys of the scarp. There are also at least two deserted medieval villages. The settlements run in a band northwards from Elloughton and Welton in the south to Sancton in the north.

Unlike the rest of the Yorkshire Wolds the villages of the Jurassic foothills of the western escarpment are predominantly stone-built: North Newbald, along with North and South Cave, are fine examples. The traditional vernacular style of building here is in the local honey-coloured limestone with red brick detailing and red pantiles. Several villages possess similarities of character, combining traditional stone buildings and boundary walls with historical features such as market crosses, clustered around village greens with stands of mature trees.

Many of the villages, especially in the northern part of the escarpment, have retained many of their 18th and early 19th century structures, with little modern development. However, in the southern part of the Character Area, Elloughton and South Cave have been surrounded by large areas of planned residential development with their distinctive winding cul-de-sacs; this forms 1.1 per cent of the Character Area. Due to their close proximity to the A63, the main route into Hull from the west, these villages are developing into, or have developed into, commuter villages.

Apart from farming, there is little other large-scale industry in the area, although there are active large-scale chalk/limestone quarries near Riplingham and at Swinescaife, near South Cave (0.8 per cent of Character Area).

Modern additions to the Character Area include H.M. Prison Everthorpe, built in 1958, and H.M. Remand Prison Wolds, built next to it in 1992.

Due to its height and position overlooking the Vale of York and the Humberhead Levels, the Character Area has a number of telecommunications masts located in prominent positions, at South Wold near Brantingham, Weedley and High Hunsley. Although their footprint on the land is small, their visual impact on the landscape is proportionally higher.

Distinctive Characteristics

- Distinct unifying character to villages due to use of local 'Cave oolite';
- Distinct vernacular architecture using local 'Cave oolite';
- Churches constructed with 'Cave oolite';
- A line of source springs for watercourses flowing into Walling Fen;
- Villages located at the spring-line of the escarpment foot or nestling within the shelter of escarpment valleys;
- Relict quarries;

- Visually impacting telecommunication masts;
- Wooded valley sides and plantations on the escarpment;
- Sweeping views from the top of the escarpment over Walling Fen and across to the Vale of York.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Deep ploughing and soil erosion into undulating valleys leaving bare chalk on tops;
Intensity of production depleting soil quality;
Loss of dry valleys to arable farming;
Less intensive grazing by sheep of dry valleys, resulting in scrub encroachment and loss of grassland habitat;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Conversion of landscaped parkland to agriculture;
Loss of grassland habitat in dry valleys to plantation woodland;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Changes in agricultural practice Further loss of woodland;
Hedgerow removal.

Climate change

Solar panels on built features;
Loss of native tree species;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change.

Industry

Pressure for chalk and limestone quarries;
Siting of telecommunications masts;
Expansion of glass houses for nurseries;
Expansion of new energy production infrastructure;
Wind farms alteration of upland views;
Expansion of aggregate and chalk extraction.

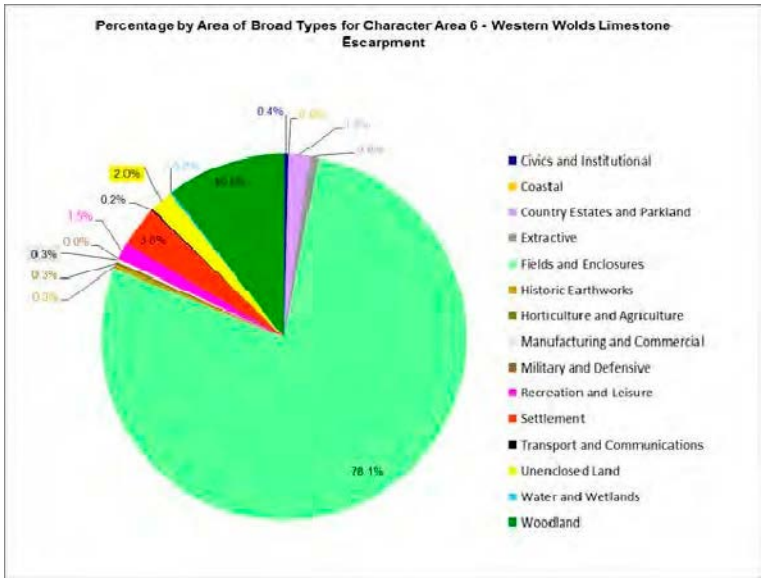
Settlement

Expansion of residential areas around existing villages;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Increase in brick-built rather than traditional stone-built structures;
Dereliction of historic isolated farm buildings;
Conversion of parkland to housing or chalet parks;
Expansion of existing prisons;
Changes in use for farms and associated buildings;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices;

Expansion of settlements within commuting distance from Hull and the A63/M62 corridor.

Tourism and recreation

Further creation of golf courses;
Development of leisure facilities for growing commuter population;
Further increase in levels of tourism due to changes in holiday habits here and abroad.



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5.7 Character Area 7 – The High Wolds Plateau

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 40 Holderness
Total area	40,322ha
Percentage of Project Area	16.7 per cent

Location

The High Wolds Plateau Character Area forms a curving outcrop of chalk uplands, running from the Humber foreshore to the west of Hull, northwards to the west of Driffield, rising to a height of 155mOD near Huggate, before turning eastwards to meet the North Sea, forming spectacular 100-120m high cliffs at Buckton, Bempton and Flamborough Head. It is bounded on the west by the Western Wolds Limestone Escarpment and Wolds Dry Valley Character Areas, to the north by the ERYC county boundary and the North Sea and to the east by the Eastern Wolds Dip Slope Character Area. It surrounds the Great Wolds Valley Character Area.

Landscape evolution

During the Neolithic period, the High Wolds Plateau was progressively cleared of woodland, representing a move away from the hunter-gatherer lifestyle of the Mesolithic, to a settlement-based agrarian economy, based on livestock grazing and to a lesser extent arable farming. By the later Bronze

Age, the Wolds had been largely cleared of woodland and was an open, grassland landscape, akin to the Downland of Southern England, which was predominantly used for grazing. This landscape was then subdivided into smaller units by an extensive system of linear bank and ditch earthworks known locally as 'dykes'. These were linked by a series of tracks and droveways, forming a focus for burial mounds and other ritual monuments. Due to the ravages of the plough, a paucity of visible evidence for this former landscape can be observed in the present landscape of the High Wolds Plateau. Dane's Dyke, Argam Dykes and two possible stretches of 'dyke' hidden beneath linear plantations near Pockthorpe and Cowlam, are all that survive of the once extensive system of earthworks. Prominent large barrows at Wold Newton, Willy Howe and South Side Mount are also spectacular survivals.

During the Iron Age and early Romano-British periods, the land-use and landscape of the Wolds Plateau continued much as before. The growth in population and development of ladder settlements may have intensified the arable nature of the farming, but it would still have been a backdrop to an extensive open pastoral landscape. The establishment of Roman villa estates in the 3rd century led to a reorganisation of land management and probably an increase in arable farming (Fenton-Thomas 2005). 'Woldgate' is a Roman road which runs east-west across the Character Area from Bridlington to beyond Kilnwick.

During the early medieval period, a small number of villages were established in the more sheltered shallow valleys and hollows. These were typically surrounded by an arable open-field system, with the common pasture being located on the open grasslands of the Wold tops or on the boundaries of the townships.

The open Wolds Plateau landscape remained largely unchanged until the Parliamentary planned enclosure of the later 18th or early 19th centuries. This saw the conversion of open, unmodified Wolds' sheepwalks and warrens to an enclosed landscape with large rectangular, hedged, fields, and straight roads flanked by wide verges. Isolated farmsteads were then established away from the villages in the middle of the newly-enclosed Wold top fields. These were inevitably in exposed locations, so woodland shelter-belts were added to afford some protection from the elements. These are a prominent feature of the High Wolds Plateau Character Area.

Some limited post-enclosure fox covert and plantation woodland has been added to the landscape, but it remains largely treeless. Some hedge boundary loss has occurred since the 1950s in order to facilitate modern farming techniques. However, because the original Parliamentary planned fields were large in area here, it has had less of an impact than in other Character Areas.

Description of present landscape

The predominantly rural upper plateau of the High Wolds is characterised by an open, rolling, largely treeless, landscape, with unrestricted views and 'big skies'. The landscape consists of large, rectangular, arable fields, bounded by discontinuous and often sparse, heavily trimmed hedgerows. Fields make up 94.2 per cent of the Character Area within which modern fields (46.0 per cent) and Parliamentary planned enclosure (41.4 per cent) are relatively evenly spread.

The percentage survival of Parliamentary enclosure in this Character Area is just over double that for percentage survival of the type for the whole of the project area. This highlights the fact that the fields enclosed by Act were originally large in size, reflecting the uninhibited, open, pastoral landscape upon which they were imposed in the late 18th to early 19th century. In some areas however, the boundary hedges, remnants of the Parliamentary enclosure, have been removed to create fields large enough to accommodate modern farm machinery and practises. The modern fields are slightly more prevalent on the lower fringes of the Character Area, closer to settlement, where the Parliamentary enclosed fields were smaller than those on the Wold tops. Intense ploughing has resulted in thin soils on the tops, with the underlying chalk often showing through; whilst in the hollows, thicker soils have accumulated.

View towards Goodmanham. © Jonathan Thacker

Some scattered post- enclosure plantation woodland and game coverts have been added to this otherwise largely treeless landscape. However, woodland still only represents 2.0 per cent of the Character Area.

The Wolds are typically incised by sinuous, flat- bottomed, dry valleys, known locally as 'dales' or 'slacks'. These can be surprisingly difficult to see from the Wold tops. They contain fresh water springs which are the main water source in the predominantly dry, chalk landscape. The 'dales' of the High Wolds Plateau are fewer in number and less steeply-sided than those on the western and northern escarpment and most have been converted from pasture to arable farming. Unenclosed grassland makes up only 0.6 per cent of the Character Area.

The High Wolds Plateau area is sparsely populated, with a few, well scattered villages, nestling in protective shallow valleys or hollows. These tend to be linear in nature, running along a main road. Prior to Enclosure, the villages would have had an adjacent open-field system, with the common pasture sited

View towards Goodmanham. © Jonathan Thacker

The Old Lighthouse, Flamborough. © J. Thomas

on the unimproved grasslands of the Wold tops or on the township boundaries. The buildings within the villages are predominantly of brick with pantile or grey slate roofs. Many of the buildings are whitewashed. There is little modern planned residential development and most of the newer houses represent infilling of empty plots. In the north-eastern part of the Character Area, numerous villages have surviving examples of chalk-built structures, often with red brick detailing and pantile roofs: examples can be seen in Wold Newton, Octon, Burton Fleming, Grindale, Bempton and Flamborough. The most distinctive chalk building of the Character Area is the unique octagonal late 17th century lighthouse located on the cliff-top at Flamborough.

Because water is a scarce commodity on the Wolds, most of the villages have a pond, locally referred to as a mere. Examples can be seen at Middleton-on- the-Wolds, North Dalton, Wetwang and Garton-on-the-Wolds.

The most prominent settlement feature of the Wolds Plateau, are the dispersed, isolated farmsteads, which sit in the centre of large tracts of arable fields. There are 226 isolated farmsteads in the Character Area, an average of 1 per 178ha. The farms are typically surrounded by shelter- belts of plantation woodland, which afford some protection in this exposed landscape – these can be the only tracts of woodland visible for miles around. The farms are of post-Enclosure date and represent the relocation of farms from nucleated villages to the centre of their newly-enclosed fields. MostS are red brick with pantile or grey slate roofs and are often surrounded by more modern farm outbuildings. Sometimes they have a 1960s or 1970s bungalow built adjacent to them.

Apart from agriculture there is little other industry on the High Wolds Plateau. The proportion of extractive industry is, however, relatively high at 0.3 per cent of the Character Area, comprising 105 hectares; 86 hectares of this is represented by a large-scale active chalk quarry in the south of the area at Melton Bottom. There is also a large scale maltings factory near Flamborough.

The High Wolds are crossed by a network of relatively straight roads with wide grassy verges, mostly established at the time of enclosure. One notable exception is the 'Woldgate', a Roman road that runs east–west across the Character Area from the southern edge of Bridlington, through Kilham to apparently 'disappear' when it meets the Driffield-Langtoft Road. It runs along the prominent high ridge to the south of the Great Wold Valley, from which the flat-lands of northern Holderness and the distant North Sea are visible. The bottom of the Great Wold Valley remains largely hidden from view.

Thornwick Bay looking towards Bempton Cliffs. © Steven Ruffles

The Wolds Plateau meets the North Sea at Flamborough Head with its spectacular, sheer, white chalk sea- cliffs. These rise from around 50m in height from the outer headland near Flamborough, up to a breathtaking 120m near Speeton. The cliffs of Flamborough Head are of both international geological and ornithological importance, holding over 200,000 breeding seabirds, including one of only two gannetries of the British mainland. The headland possesses stunning coastal views, not just of the North Sea with its ever-changing moods, but of the coastline north to Filey Brig and Scarborough Castle and south to the boulder clay lowlands of Holderness. The old and the new lighthouses are dominant features of the outer head and the light from the latter can be seen from a number of places on the High Wolds. The headland houses a small number of holiday camps and caravan parks to cater for holidaymakers.

At present the High Wolds Plateau Character Area has one relatively small wind farm situated on Sancton Wold, and a small number of telecommunications masts on Arras Hill and near Woldgate; it thus remains primarily an area of intensive arable agriculture.

Distinctive Characteristics

- Low settlement density;
- Largely treeless open aspect;

- Isolated farmsteads with woodland shelter belts;
- High survival rate of large Parliamentary planned enclosures;
- Telecommunication masts;
- Chalk utilised as a building stone in many of the older houses and outbuildings;
- The chalk-constructed octagonal late 17th century lighthouse at Flamborough;
- The only area of high elevation at the coast in the project area;
- Imposing and environmentally important chalk cliffs of Flamborough;
- Prehistoric dyke survival Danes Dyke, running north across the Flambourough Headland.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Deep ploughing and soil erosion into undulating valleys leaving bare chalk on tops;
Intensity of production depleting soil quality;
Loss of more shallow-sided dry valleys to arable farming;
Less intensive grazing by sheep of dry valleys, resulting in scrub encroachment and loss of grassland habitat;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Conversion of landscaped parkland to agriculture;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Changes in agricultural practice;
Further loss of woodland
Hedgerow removal.

Climate change

Solar panels on built features;
Loss of native tree species;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change.

Industry

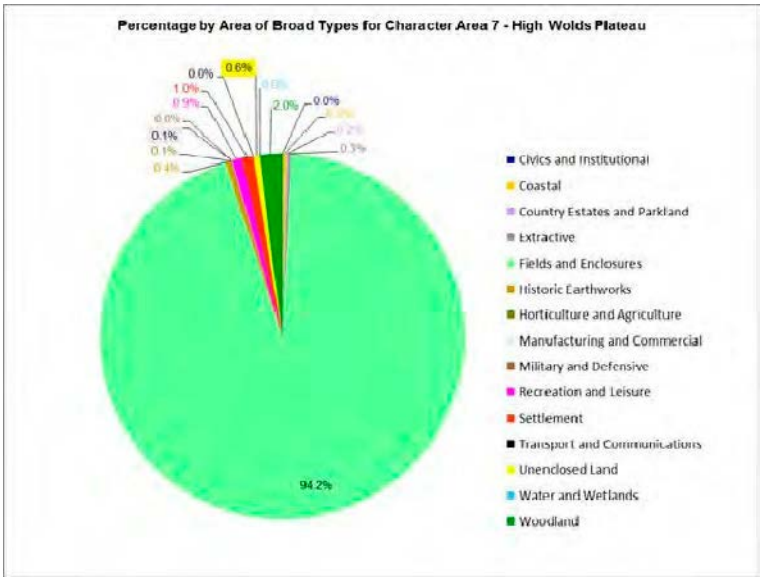
Pressure for chalk quarries;
Siting of telecommunications masts;
Expansion of new energy production infrastructure;
Wind farms alteration of upland views.

Settlement

Expansion of residential areas around existing villages;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Dereliction of historic isolated farm buildings;
Development of Traveller sites, particularly in the vicinity of Bridlington;
Changes in use for farms and associated buildings;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices.

Tourism and recreation

Establishment of caravan and leisure parks especially around Flamborough Head and the villages of Flamborough, Sewerby and Bempton;
Maintenance of high standards of sea-water quality;
Loss of open aspect views due to caravan parks encroachment of the cliff edge;
Creation of new opportunities for leisure along the coastal strip;
Possible increase in levels of tourism due to changes in holiday habits here and abroad;
Development sensitivity along the coastal strip and Flamborough Headland.



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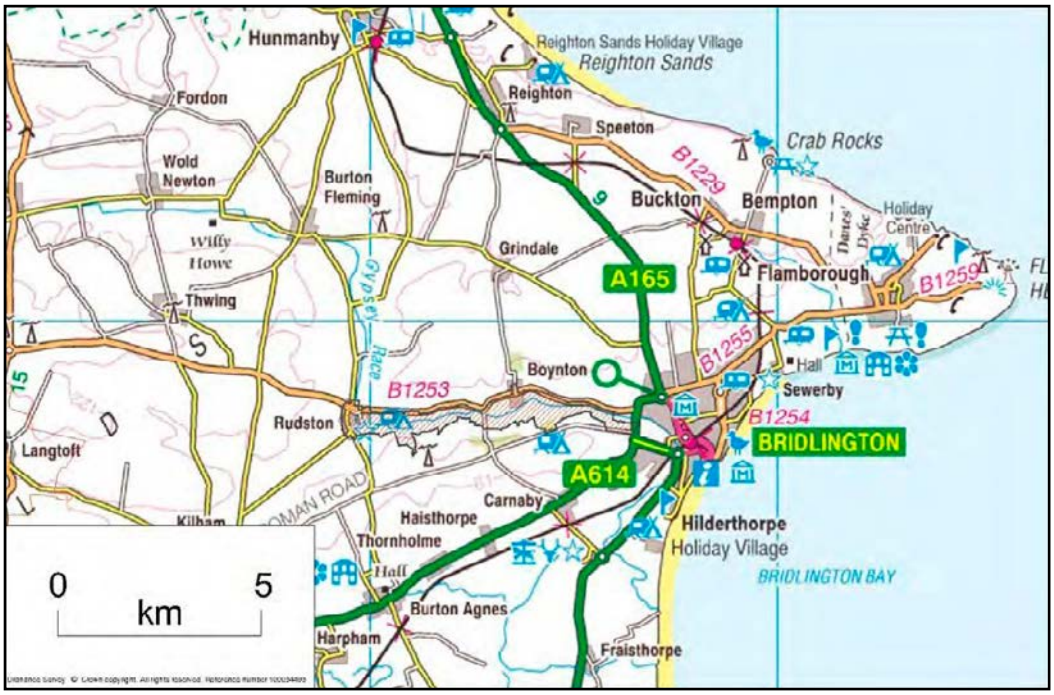
5.8 Character Area 8 – The Great Wold Valley

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 40 Holderness
Total area	344ha
Percentage of Project Area	0.1 per cent



Location

The Great Wold Valley, located in the northern Wolds to the west of Bridlington, is the largest and broadest valley in the Yorkshire Wolds. It contains the intermittently flowing stream, the Gypsey Race, which rises in the High Wolds near Duggleby (North Yorkshire) and runs in a roughly easterly direction before turning southwards at Burton Fleming towards Rudston. From here it turns eastwards, finally entering the North Sea at Bridlington Harbour. The Character Area is bounded by the High Wolds Plateau Character Area to the north, south and west and by the seaside town of Bridlington to the east, contained within the Holderness Coastal Strip Character Area.

The landscape of the valley of the Gypsey Race between Duggleby and Rudston is largely indistinguishable in character from that of the surrounding High Wolds and is not included in this Character Area.

Landscape evolution

The presence of significant numbers of prehistoric monuments in the Great Wold Valley indicate the importance of the valley and its watercourse, the Gypsey Race, at that time. Woodland clearance for the development of a more

settled agrarian society in the Wolds started early and was presumably well under way when a Neolithic ritualistic landscape was established, centred on a significant bend in the Gypsey Race, now the site of Rudston village (Fenton-Thomas 2005). Here a series of four cursus monuments focused towards the Rudston Monolith, the tallest standing stone in England. This remains the only, albeit visually impressive, prehistoric stone monument surviving above ground in the Character Area. The valley would have retained a fen-carr habitat, contrasting with the more open chalk- grassland habitat of the higher Wolds.

Known monuments and cropmarks indicate that the area was populated throughout the Bronze Age, Iron Age and the Romano-British periods. The presence of a Roman villa site near Rudston suggests that the area remained agriculturally important.

In the early-medieval period, villages were established in the valley bottom next to the water source. Each village had an associated arable open-field system, comprising a number of different fields. These were placed around the village, in the valley bottom and on the lower, gentler valley slopes. The common pasture would have been on the less sheltered open grasslands of the Wold tops. Apart from a small amount of early enclosure, where parcels of open field lying adjacent to the villages were enclosed for winter pasture, this landscape would have remained largely unchanged until the planned enclosure of Rudston and Boynton parishes under Acts of 1774 and 1777 respectively (Purdy 1974). This produced a landscape of small rectangular fields subdivided by straight hedgerows, in which a small number of isolated farmsteads were established. It was probably at this time, taking advantage of the Enclosure Acts, that the parkland surrounding Thorpe and Boynton Halls was developed and woodland was planted. This formed the landscape that still persists in the Great Wold Valley today.

Description of present landscape

The lower stretch of The Great Wold Valley, running eastwards from Rudston to the western outskirts of Bridlington is markedly different from the surrounding landscape. Here the valley is broad, relatively shallow-sided, steeper to the south, and flat- bottomed.

The valley looks green, with lush, seasonally waterlogged meadow, pasture, woodland and landscaped parkland, resembling a lowland, rather than a typical Wolds, habitat. Amongst the meanders of the clear chalk stream, stands of bur-reed and willow have developed. Willow Garth SSSI, west of Boynton, is one of the best examples of fen-carr in the Project Area. This contrasts sharply with the treeless, and in places almost soil-less nature of the intensely cultivated arable farmland on the adjacent Wold tops. It is a fertile valley in a relatively barren upland landscape.

From the minor road which winds its way along the northern edge of the valley floor, there are views across the valley towards the high wooded

The Gypsey Race near Boynton Hall. © J. Thomas

ridge to the south. In places high hedges, woods and scattered trees hamper viewing. The sloping valley sides give the Character Area an enclosed, self contained feel.

Agricultural fields make up just over half (54.9 per cent) of the Character Area, which is significantly less than the Project Area as a whole. The fields, even with a certain amount of boundary loss, remain predominantly small and rectangular with well maintained hedged boundaries, containing regularly spaced hedgerow trees. This retains the character of the mid to late 18th-century Parliamentary planned enclosure. There is an even mix of pasture and arable, with the arable concentrated in the eastern half of the Character Area.

The valley is well wooded (16.3 per cent), with significantly more woodland than the surrounding High Wolds Plateau Character Area and other parts of the Project Area. The presence of sizeable tracts of parkland (15.4 per cent) around the country houses of Boynton Hall and Thorpe Hall, along with Low Caythorpe DMV, add to the wooded nature of the Great Wold Valley and give the Character Area a mixed and varied feel.

Farmland near the Gypsey Race. © J. Thomas

Nestled in the valley bottom near the Gypsey Race are a number of evenly spaced, settlements, with the villages of Rudston and Boynton linked by the road running along the northern edge of the Character Area. Midway between Rudston and Boynton are the well preserved medieval village earthworks of the largely deserted settlement of Low Caythorpe. This indicates that, as a preferred zone of settlement within a sheltered valley with a reliable water supply, it was once more densely populated. Medieval village earthworks within the village of Rudston indicate that it too had once been a more populous settlement.

Surviving ridge and furrow, to the west of Low Caythorpe shows that the villages' open- field systems lay adjacent to the settlements in the valley bottom to the south of the road, and probably also on the gentler valley slope to the north of the road. The common pasture was situated further away from the villages on the Wold tops.

The buildings in the villages are mostly of red brick and have either pantile or grey slate roofs. Boynton and to a lesser extent Rudston, retain a few chalk-built structures with brick detailing and a number of the brick buildings are whitewashed. There has been no large-scale housing development in the Character Area, rather, infilling of existing gaps within the villages, or small-scale piecemeal development around the fringes. In more recent times chalk or whitewashed brick has been used to maintain local character.

Countryside around Rudston Village. © Dr Pattie McAlpin

The area contains a few dispersed farms of post-enclosure date (1 per 172ha), which are built of red brick, with pantile or slate roofs. Most have more modern outbuildings, but the shelter-belts, so typical of the higher Wolds, are absent. There are also a small number of well dispersed 20th-century detached dwellings.

The Great Wold Valley retains its distinctive, almost isolated, character and recent developments have, as yet, done little to change this.

Distinctive Characteristics

- Distinctive flood-pasture environment, unique in its high Wolds location;
- Sense of an isolated environment;
- Concentration of plantation woodland taking advantage of water supply;
- Gypsey Race watercourse carving a snaking route through the chalk valley;
- Concentration of prehistoric and later archaeology centred on the Gypsey Race.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Transfer of arable land to pasture;
Intensity of production depleting soil quality;
Loss of landscaped parkland to agriculture;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Changes in agricultural practice;

Loss of woodland;
Increases in plantation woodland;
Loss of fen-carr habitat due to agriculture or drainage.

Climate change

Flooding due to extreme weather events, run off from Wold tops into valley;
New bio-fuel crops and associated infrastructure;
Loss of native tree species;
Solar panels on built features;
Siting of further wind turbines;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change.

Industry

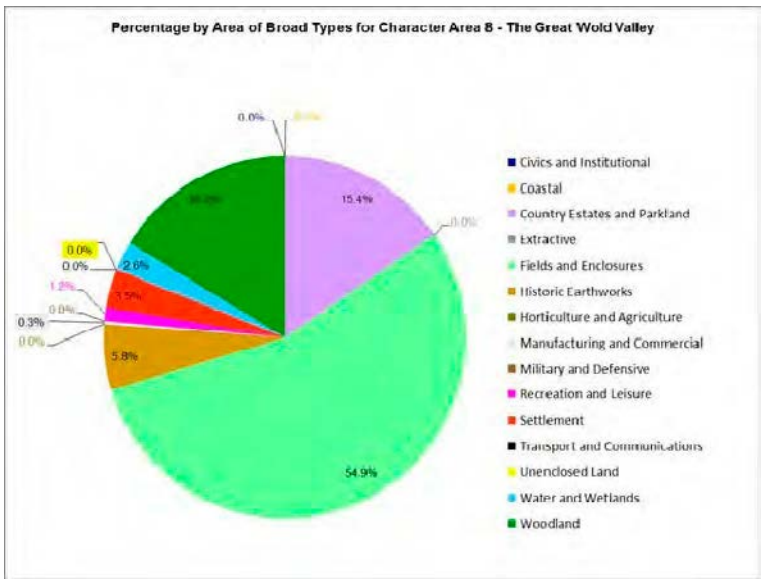
Expansion of gas storage and other energy infrastructure.

Settlement

Expansion of residential areas around existing villages;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Expansion of outskirts of Bridlington along the Great Wold Valley;
Conversion of country houses and loss of landscaped parkland;
Development of Traveller sites;
Changes in use for farms and associated buildings.

Tourism and recreation

Establishment of caravan and leisure parks;
Expansion of tourist attractions and infrastructure due to proximity of Bridlington and the coast;
Establishment of recreational fishing lakes;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.



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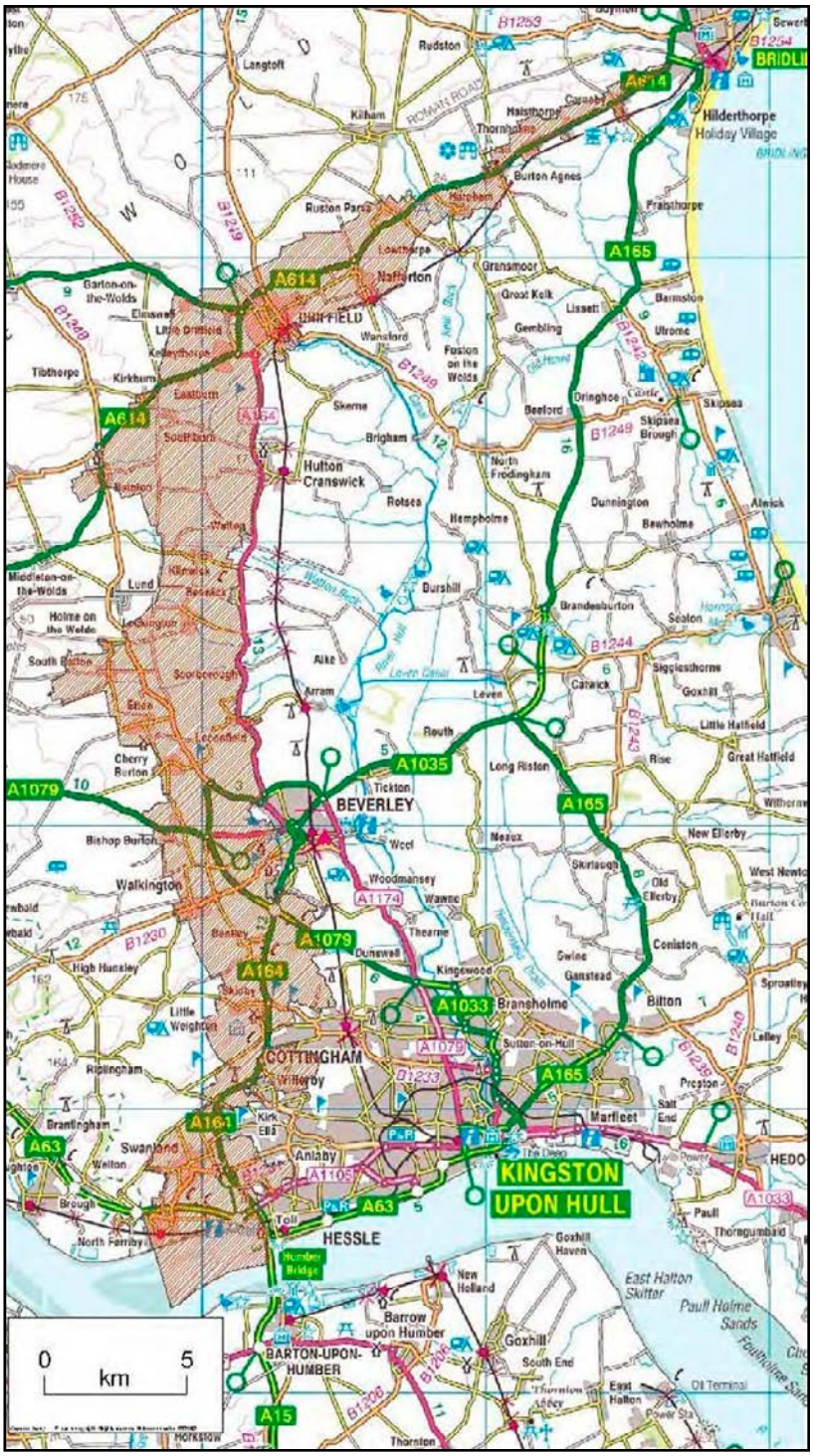
5.9 Character Area 9 – Eastern Wolds Dip Slope

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 40 Holderness 41 Humber Estuary
Total area	14,781 Ha
Percentage of Project Area	6.1 per cent



Location

The Eastern Wolds Dip Slope Character Area lies between the High Wolds Plateau to the west and the Central Holderness and the River Hull Valley Character Areas to the east.

Landscape evolution

The early landscape history for the Eastern Wolds Dip Slope Character Area is largely the same as that for the rest of the Wolds Character Areas. Much of the woodland had been removed during the Bronze Age, leaving an expanse of rolling, grass uplands, with shallow valleys at the wold edges. There would have been some arable agriculture, but the grasslands were largely used for grazing. The valleys of the eastern Wolds dip-slope are shallower than those of the western edge of The Wolds and the slope gradient is less steep as it eases out towards Holderness and The Hull Valley.

During the medieval period, numerous nucleated villages, many with associated moated manors, were established at the heads of, or within, the sheltered valleys, close to the spring line where there was an abundant supply of fresh water.

Isolated medieval moated sites were located near Leconfield, at Parkhouse and Cellar Heads near Risby. Further high status occupation in the area was represented by motte and bailey castles at Driffield and Lockington, along with a Bishop's Palace at Bishop Burton. Deer parks were established at Carnaby and Bishop Burton. Many of the above survive, to a greater or lesser extent, as earthworks.

During the medieval period, the Eastern Dip Slope was a densely settled part of the Wolds. The more sheltered, gentle, landscape, along with its readily available water supply, made it a preferred zone of settlement. The villages were typically surrounded by an arable open-field system, with the common pasture being located on the open grasslands of the higher Wolds or on the boundaries of the townships. From the later medieval period onwards rabbit warrens were also established in the Wolds grasslands. The Character Area also contains a good number of deserted medieval villages; fine examples with surviving earthworks can be seen at Sunderlandwick, Eastburn, Raventhorpe and Risby. Many of the present-day villages also have surviving shrunken medieval village traces.

Like other parts of the Yorkshire Wolds, the rolling grassland character of the Eastern Dip Slope remained largely unchanged until the Parliamentary enclosures of the later 18th and early 19th centuries, although some parishes and townships, such as Carnaby and Lowthorpe, were already enclosed by 1721 and 1750 respectively. Sunderlandwick and Risby had been depopulated and enclosed probably in the late 16th or 17th century. Early enclosure constitutes 7.7 per cent of the total Character Area and would have had a minor impact on the landscape as a whole.

There were once over ten country houses or high-status dwellings, with associated areas of landscaped parkland, within the Eastern Dip Slope Character Area, representing 2.3 per cent of the area. The parkland at Bishop Burton developed from a medieval deer park and Burton Agnes was extended in the 18th century soon after the parish was enclosed by agreement. Risby and Sunderlandwick were established on old enclosed land which in turn had replaced deserted villages. Others, such as Kilnwick Hall, South Dalton and Cherry Burton, were established pre-Enclosure as part of the 18th-century fashion for landscaped parkland, while others, such as Neswick, Raywell and Tranby Park, took advantage of the enclosure process and developed at that time or soon after. Although the landscaped parkland and its associated areas of woodland do not dominate the landscape, they do add to its diversity.

After enclosure, an increasing amount of the Wolds upland pasture was converted to arable, leaving virtually no common pasture in the Character Area. Some of the very shallow dry valleys and shallow dry valley headlands have been eroded by ploughing and agricultural changes. There has also been a certain amount of post-war hedged boundary loss. In the latter part of the 20th, and into the 21st century, 293ha of landscaped parkland has been converted back into agricultural land. Other areas of parkland have been lost to modern housing developments or chalet parks.

Prior to the outbreak of World War Two, an airbase was established at RAF Driffield. This was a large-scale installation, and being over 250ha in area, had an effect on the surrounding landscape. During the early years of the Cold War, RAF Driffield was used as a Thor missile base (Cocroft, Thomas and Barnwell 2003). It now functions as an army driving school and barracks.

Description of present landscape

The landscape of the Eastern Wolds Dip Slope shares many of the attributes of the other Wolds Character Areas, but here these features tend to be on a smaller, more subtle scale. The open, gently rolling, chalk upland landscape drops gradually downwards from the High Wolds in the west to the flat-lands of the alluvial plain of the Hull Valley and Holderness clays to the east. Like the rest of the Wolds the Eastern Dip Slope contains a number of dry valleys which are wider and shallower than the valleys of the western and northern Wolds. Most are shallow enough to plough and have been converted from pasture to arable, with little pasture now surviving. One notable expanse of surviving common pasture is Beverley Westwood, which remains to this day a valuable public open space, still acting as common grazing under the management of the local pasture-masters. The deep, steep-sided, dry Wold valleys of the northern and western Wolds are largely absent from this Character Area. Unlike the High Wolds Plateau, the Eastern Dip Slope Character Area is a preferred settlement zone represented by a relatively high number of nucleated settlements, running from North Ferriby in the south, via the market town of Great Driffield, to the edge of the seaside resort of Bridlington in the north.

South Dalton. © Paul Harrop

The largely rural Eastern Wolds Dip Slope is characterised by a fairly open, rolling landscape, with some scattered woodland, and relatively unrestricted views across the gently undulating landscape to distant woodlands and villages. South Dalton church spire, the Humber Bridge, Skidby Mill, Beverley Minster and the tower mills on Beverley Westwood are prominent features in the landscape.

The fields are generally large-sized, rectangular, and arable, bounded by continuous well-maintained hedgerows, with regularly spaced hedgerow trees. Fields make up 76.9 per cent of the Character Area with modern fields (41.1 per cent) dominating the surviving Parliamentary planned enclosure (23.6 per cent). This suggests that the original Parliamentary enclosure fields on the Dip Slope were smaller than those of the High Wolds Plateau, because a higher percentage of boundary hedges have been removed to create fields large enough to accommodate modern, more efficient, farm machinery and practises. The field sizes are, however, still generally smaller than those on the High Wolds.

Isolated farm complexes are again a feature of this intensely agricultural Wolds landscape, with on average one farm per 152.3ha. These are brick-built, have pantile or slate roofs and often possess additional modern outbuildings. Due to the more sheltered nature of the Dip Slope, the majority of the farms do not have the protective shelter-belts, which are such a distinctive feature of the High Wolds farms.

Woodland, predominantly post-enclosure plantations and estate woodland, forms 3.5 per cent of the Character Area, which is higher than the 1.1 per cent for the Yorkshire Wolds as a whole.

The Character Area also has a significant number of high-status dwellings and associated parkland such as Hesslewood Hall, Tranby Park, Burton Agnes Hall, Cherry Burton Hall, Dalton Hall, plus parkland associated with former houses such as Bishop Burton Park, Risby Park and Sunderlandwick Hall. These form 2.3 per cent of the Character Area, representing over three times the percentage for the Project Area as a whole.

Farmland nea the Lund to Lockington road.© Jonathan Thacker

Although predominantly arable in nature, the smaller fields, the high, well-maintained hedges with regularly spaced mature trees, the landscaped parkland and a greater amount of woodland, give the Character Area a less exposed, more sheltered and varied feel.

The Eastern Dip Slope is crossed by a network of relatively straight roads with wide grassy verges, mostly established at the time of Parliamentary enclosure. A major north-south route formed by the A614 and the A164, lying partially outside the Character Area, links Hull, Beverley, Driffield and Bridlington. Most of the villages of the Dip Slope lie within easy reach of this road.

The Wolds Eastern Dip Slope Character Area is a preferred settlement zone and has a higher concentration of nucleated settlements than the High Wolds. There are twenty-seven towns, villages and hamlets, along with at least five deserted medieval settlements in the Character Area. The extant settlement area covers 688ha, forming 4.7 per cent of the Character Area. The settlements tend to be located in shallow valleys or hollows, adjacent to streams emanating from the spring line, and draining eastwards into the Hull Valley. For this reason village ponds were not as essential as they were on the higher Wolds, though examples can be seen in Nafferton, Bishop Burton, Cherry Burton, Etton, South Dalton, Nafferton and Burton Agnes.

The major settlement of the Eastern Dip Slope is the market town of Great Driffield, the 'Capital of the Wolds'. The centre of Driffield retains much of its rural market town character with its Georgian and Victorian brick and pantile buildings. The town centre is now encircled by numerous modern, planned residential developments with their sinuous cul-de-sac street patterns. To the south-west of the town a modern industrial estate has been developed at Kelleythorpe and the adjacent RAF Driffield, an expansion period (1936 - 1939) air base, retains much of its original character and is used as an army driving school and barracks.

The villages of the Eastern Wolds Dip Slope tend to be linear in nature, running along a main road. Some villages, such as Haisthorpe, Harpham and Bentley, had an adjoining moated manor. The extant Norman manor house at Burton Agnes is a remarkable survival from the medieval period.

Prior to enclosure, the villages would have had an adjacent open-field system, with the common pasture sited on the unimproved grasslands of the upper Wold tops, or on the township boundaries. The buildings within the villages are predominantly of brick, often painted white or cream, with pantile or grey slate roofs. Towards the northern part of the Character Area some villages,

such as Carnaby and Harpham, retain a few chalk-built houses with brick detailing.

Many of the villages, especially those nearer the larger towns, such as Walkington, Cherry Burton, Leconfield and Nafferton, are surrounded by areas of modern housing estates that are beginning to change the character of these villages. Swanland and North Ferriby have grown so large they are now in close proximity to the western suburbs of Hull. There are 281ha of planned residential development, forming 1.9 per cent of the Character Area.

The less restrictive landscape of the Character Area means that the villages of the Dip Slope have more room to expand. Situated close to transport networks linking them to larger towns with jobs and amenities, they are in the process of becoming or have already become commuter villages.

Distinctive Characteristics

- A line of source springs for watercourses flowing into the Hull Valley;
- A concentration of settlement along the springline;
- Long shallow valleys;
- Long sweeping views down onto the River Hull Valley and plains of Holderness;
- A relatively high proportion of surviving High status dwelling and associated landscaped parkland.;
- Small plantation woodlands.

Dynamics of change

Agriculture and land management

Consolidation of fields resulting in loss of historic boundaries;
Intensity of production depleting soil quality;
Loss of shallow-sided dry valleys to arable farming;
Dereliction of isolated farm complexes;
Expansion of modern farm buildings around historic farmsteads;
Loss of landscaped parkland to agriculture;
Increase in bio-fuel crops;
Destruction of non-scheduled historic earthworks through ploughing;
Changes in agricultural practice;
Hedgerow removal;
Further loss of woodland.

Climate change

New bio-fuel crops and associated infrastructure;
Changes to crop regimes due to changing weather patterns;
Solar panels on built features;
Increased periods of drought and heavy rain;

Changes to agriculture necessitated by climate change.

Industry

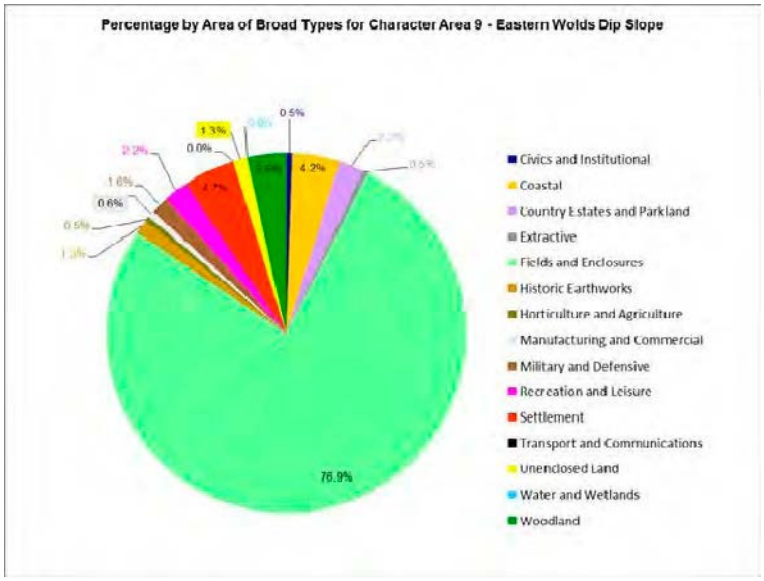
Pressure for chalk quarries;
Further expansion of industrial estates/retail parks;
Expansion of new energy production infrastructure.

Settlement

Expansion of residential areas around existing villages;
Loss of greenbelt surrounding villages resulting in settlements merging and losing individuality;
Expansion of city suburbs;
Infill of vacant village plots or gardens;
Loss of historic village earthworks due to residential infilling or expansion;
Dereliction of historic isolated farm buildings;
Loss of landscaped parkland to housing developments;
Changes in use for farms and associated buildings;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices;
Large scale residential development around the periphery of the historic town of Beverley;
Expansion of settlements within commuting distance from Hull;
Changes to Hull's municipal boundaries;

Tourism and recreation

Establishment of caravan and leisure parks;
Increase of recreation and leisure facilities for growing commuter population;
Further loss of landscaped parkland to chalet parks;
Further increase in levels of tourism due to changes in holiday habits here and abroad;



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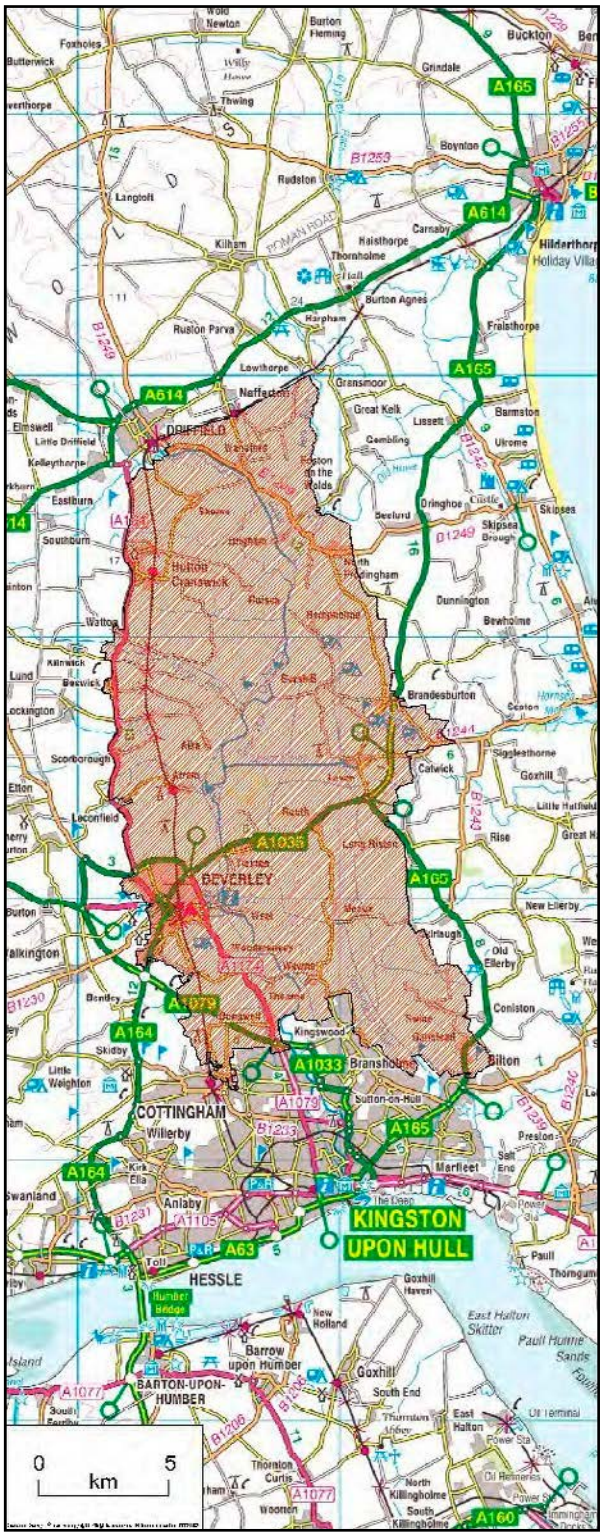
5.10 Character Area 10 – The River Hull Valley

ARS sub-province	CEYKS
Natural England National Character Area	40 Holderness
Total area	22,401ha
Percentage of Project Area	9.3 per cent



Location

The River Hull Valley Character Area is defined by the river and its current and past influence on the landscape. The Character Area is bounded by the dip slope of the Yorkshire Wolds to the west and the slightly raised gravel terraces and clay hills of Holderness to the east.

The River Hull Valley is very broad and as the ground rises gradually to a relatively low height at its boundaries – which effectively lie on the 10 metre contour line – the changes are not particularly apparent from the ground.

The source of the River Hull lies in the Yorkshire Wolds Eastern Dip Slope Character Area, close to the market town of Driffield, from where it flows for some 20 miles in a southerly direction to join the Humber Estuary at Kingston-upon-Hull. The city's location at the confluence of these two important waterways is the reason why the city grew to its prominent position in the region. The city is the subject of a separate Character Area, and is therefore not included in this Character Area description, though it does occupy a very large portion of the Hull valley, as does the town of Beverley further north.

Landscape evolution

The River Hull Valley was originally very different in character from the present intensively farmed agricultural landscape. Much of the landscape history of the Hull Valley is concerned with its gradual drainage to form the landscape we see today.

The River Hull originally formed as a late glacial drainage channel, with the valley subsequently becoming alluviated and subject to peat formation, though there are some areas of glacial till present.

After the last glaciation, the natural landscape of the area was that of marshy carr lands, consisting of reed-swamp and oak and alder carr, water-logged for much of the time, with the River Hull as the main means of drainage (de Noort 2004). The gentle gradient of the valley, combined with its geological make-up, resulted in poor natural drainage which maintained the wetland environment. Parts of the valley were only seasonally flooded, however other areas remained permanently under water. There were however numerous settlements of Iron age and Roman date within the valley taking advantage of dryer areas of ground and also focussing on the River Hull corridor as an important line of communication (Didsbury 1990a and 1990c). Excavation from the 1980s onwards has augmented the evidence for such settlement.

This wetland environment changed little, until more intensive modification of the landscape by man commenced in early medieval period. Lower areas of the valley, to the south of Beverley were once subject to marine flooding and place-name evidence suggests the presence of salt-marshland, with peat marshland, known as the carrs, in the northern extent of the valley. Periodically the salinity may have extended as far north as Skerne where

marine diatoms have been identified within clays sealing Saxon activity (Dent 1990).

Post-Roman settlements were established on the islands of glacial drift such as Wawne, Routh, Weel and Sutton, and at the edges of the valley, for example at Beverley, Leconfield, Leven and Wansford, with the current settlement pattern having been largely established during the early medieval period. These settlements were well placed to take advantage of the numerous resources available, such as peat and fertile soils for agriculture at the valley fringes, and fuel, fish and wildfowl in the wetland areas; in addition, probably from an early period, there was exploitation of saline waters for salt production. Some of the settlements of the medieval period have shrunk or become totally deserted, such as Eske, on the eastern river bank, which is preserved as an area of historic earthworks.

Most of the villages have a linear plan, also a very common form of layout within Holderness to the east. A notable exception is Cranswick, which is centred round a very large village green, though Main Street does possess strong linearity.

The town of Beverley developed around the monastic community initially founded by John, Bishop of Hexham and subsequently York (later St. John of Beverley) at *Inderauuda* (in the woods of Deira) in the early 8th century (Miller *et al* 1982). The settlement gradually grew in size, due to the success of its industries and trade networks, eventually becoming a large and important medieval town (the tenth largest in England), renowned for the wool traded from the town and its quality textile industry. On the eastern side of the town, Beverley Beck is a canalised waterway cut from the River Hull in the medieval period to aid the movement of goods produced by the town.

From the early medieval period through to the Reformation, Beverley was an important place of pilgrimage, due to miracles associated with the shrine of St.John. The large Gothic Minster dedicated to St. John, the main body of which was completed by 1425, still dominates the town ((Miller *et al* 1982; National Heritage List for England). When pilgrim numbers waned following the Reformation, the town suffered a decline, though the adoption of Beverley as the county town of the East Riding of Yorkshire in the Georgian period saw a resurgence and expansion, which resulted in the creation of many Georgian buildings of note and new frontages added to the medieval buildings. These buildings contribute greatly to the appearance of the historic core of the town.

The remoteness of the valley resulted in the foundation in around 1150 of three religious houses. These were Meaux Abbey, an important Cistercian house, the double house of Watton Priory of the Gilbertine order and a second Cisterican foundation at Swine, though this time a nunnery (Kent 2002). All three establishments followed the Rule of St. Benedict. To these rules, the Cistercians added the tenet that their monastic foundations should be located in remote areas away from other settlement, though locations were also obviously influenced by the location of the lands of the founder. Swine village

and the site of the Priory are peripheral to the Character Area, being located just on the rising contour at the valley edge, although some of the lands of the priory estate fall within the Hull Valley.

The initial drainage of the Hull Valley owes much to these three religious houses and their influence. Cistercians, in particular, are known to have modified their surroundings through their emphasis on manual labour, working the land using both monastic and lay brothers. Many of the first drains were excavated by the brethren of Meaux to serve foremost as canals to aid transport across the area, intersecting with the important communication route of the River Hull, thus enabling the abbey to easily move goods and products to the port of Kingston-upon-Hull. These drains included Eschedike (1160-82) and Forthdike (1221-35), both joining the River Hull, and Monkdike (1210-20). Skernedike (1210-20) was cut to connect with the river in the upper reaches of the valley, to the south of the village and the grange of Skerne (Sheppard 1958). Part of the lines of all of these original drainage channels still form boundaries in the present landscape.

Some twenty monastic granges were established across the Hull Valley, which no doubt had some effect on small-scale localised drainage and the establishment of early enclosures in their vicinity. For example, in addition to the religious houses located within the valley itself, Bridlington Priory was undertaking drainage on its lands in the Hull valley in order to create granges.

Little changed after the establishment of the monastic dykes until the second half of the 17th century, following the publication of William Dugdale's 'History of Imbanking and Drayning' in 1662. Subsequent to this, efforts to drain the carr lands on his estate at Wawne were by initiated by Joseph Ashe in 1675. As part of the process he re-organised the existing drains, including the cutting of Engine Drain, on which two windmills lifted water into the River Hull, and constructed banks around Wawne village (Sheppard 1958). Other landowners then followed suit, with drainage improved along similar lines at Routh and Swine. These windmills marked the beginning of mechanised drainage systems which are still needed to keep the valley well-drained today, utilising a series of pumping stations alongside existing drains. Steam pumps were added to the drainage system in the late 19th century at Hempholme, Arram and Dunswell (Middleton 2000).

The upper valley carrland proved more complex and difficult to drain, due to the actions of the springs rising at the eastern dip-slope of the Wolds. This area remained little altered until the later 18th century, when the Beverley and Barmston Drainage Act of 1798 resulted in the cutting of two new drains which drained the western carrs (Sheppard 1958), finally discharging the water into the River Hull close to what was the current boundary of the city. The eastern carrs were improved in 1832 by the construction of the Holderness Drain, which joined the Humber at Marfleet (Middleton 2000).. Further large drains cutting through the valley were the Beverley and Skidby Drain and the Cottingham Drain. Post-medieval transport of goods was improved by the construction of canals to join the River Hull, for example

Driffield became connected to the river by a canal constructed after the Navigation Bill of 1767 and assent for a canal at Leven was given in 1801 (Harrison 2002; Middleton 2000).

The large-scale drainage works enabled the valley to be developed into productive arable land, although some areas remained as wet pasture, pockets of which fortuitously still survive today, largely due to the retention of common lands and associated grazing rights of Figham Common and Swinemoor, both in the vicinity of Beverley. Enclosure occurred gradually in places, with relatively large areas of early enclosure and private planned enclosure occurring as areas were drained in closed parishes and townships. Some parishes were enclosed by Act of Parliament, with much of the Parliamentary enclosure occurring after 1780, particularly in the upper valley carrlands. Brandesburton was not enclosed until the very late date of 1844. New isolated farmsteads were established as part of this process, adding to those originally established as monastic granges.

From the 18th century onwards, the River Hull has been largely prevented from flooding the valley through construction of flood-banks. Whilst protecting the valuable agricultural land and settlements from flooding via the river, these have effectively isolated the river from its associated floodplain. Further protection for the City of Hull and the lower valley was added in 1980, with the construction of the Tidal Barrier, protecting from tidal surges in the Humber.

Description of the present landscape

The River Hull Bank, north of Tickton. © Andy Beecroft

The River Hull is very sinuous, with narrow curves at its upper reaches and wider curves further south where the valley floor and settlements are protected from flooding by recently-raised flood-banks on both sides of the river.

Due to the periodic flooding episodes from the river, the area is characterised by its settlement distribution being mainly at the valley margins. Villages on the western side of the River Hull follow a line where the glacial till at the valley edges meets the alluvium, whereas the nucleated settlements at the eastern edge of the valley lie on the slightly raised gravel terraces or the glacial till. Settlement in between consists of sparsely-dispersed farmsteads and scattered villages located on 'islands' of glacial till in the centre of the valley, with the exception of Wilfholme, which lies on the alluvium. The village of Sutton, on its relatively high raised 'island' of glacial drift, has been subsumed by the conurbation of Hull (*see* Character Area 15). The isolated farmsteads

are slightly more numerous by area and smaller in average size (1 per 106ha), than those of the High Wolds Plateau (1 per 178ha), although both are sparsely distributed.

The vernacular architecture of the Character Area comprises brick buildings with predominantly pan-tiled roofs. Some later roofs are of Welsh slate. The bricks of the older buildings were manufactured within the Character Area, using alluvial clays from the river valley.

The main historic route across the wetlands of the Hull Valley is that of the present A1035, through Tickton, Hull Bridge and Routh, which follows a ridge of gravel across the valley. Other lines of communication follow a pattern determined by this lack of river crossing points, with a main north-south route on either side of the river and the remainder of minor roads following a predominantly east-west pattern, with many roads terminating at isolated farmsteads close to the river itself.

Saturday Market, Beverley. © Chris Downer

The principal settlement of the Character Area is the attractive market town of Beverley, dominated by its medieval Minster, and containing numerous Georgian buildings of note. Beverley has expanded greatly in recent years, with large, relatively uniform planned residential developments characterising the exterior of the settlement. Most of the expansion is to the north and south of the historic core, with settlement locations restricted by the important common lands of the Westwood, Figham Common and Swinemoor, which, as well as accommodating livestock, act as valuable publically-accessible green space. Much of the manufacturing and commercial activity of the Character Area is based in a concentrated zone to the east of Beverley.

Settlement expansion has occurred in larger proportion in the villages of the lower Hull valley, with expansion in these villages and Beverley providing commuter settlement for the employees of Hull and those who have moved away from the city for a more rural location. The proportion of planned residential development in the Hull Valley Character Area is 1.3 per cent, whereas the remainder of the Project Area – excluding the Hull and Suburbs Urban Area – possesses just 0.7 per cent of planned residential development.

The propensity of the valley to flood, in conjunction with the River Hull acting as a natural barrier, has led to roads beingnon-existent across the centre of the lower Character Area, with small tracks terminating at isolated farmsteads, built of red brick, with pantile or Welsh slate roofs.

Waterlogged pasture at Swinemoor. © Martin Dawes

Two large areas of common pasture – Figham Common and Swinemoor, both of which abut the river itself – are rare distinctive remnants of the type of wet pasture landscape which must have once dominated the area. These represent 1.2 per cent of the Character Area, whereas surviving common pasture covers just 0.2 per cent of the Project Area.

The agricultural landscape is characterised by large and very regular fields, delineated mainly by deep drainage ditches, though some boundaries possess both ditches and hedgerows. Many of these fields still possess a wet grassland habitat and a tendency to become scrubby if not managed. The eastern side of the valley possesses large rectangular fields, whilst those to the west of the river are slightly smaller. These fertile fields are valuable arable land, much of which is used for root vegetables and other non-cereal food crops, plus oil-seed rape.

Taking up a large area of the flat valley floor to the east of the village of Leconfield (which is itself in the Eastern Wolds Dip Slope Character Area) is the Normandy Barracks Ministry of Defence School of Transport, sited on a former RAF airbase, much of which survives.

Woodland is scantly represented within the Character Area, which lends the landscape long open views, with 'big skies'. Much of the woodland which is currently present is recently planted, such as that contained within the grounds of the Defence School of Transport (planted as part of the driver training ground for military vehicles), and in an area of new plantations at Eske Carr.

The Character Area shows a strong indication of the fact that the present landscape has been created from former wetlands. Large man-made drainage systems cut through the valley, such as Holderness Drain and the Beverley and Barmston Drain, the latter in places running parallel to the River Hull. Numerous other, smaller drainage systems intersperse the valley, many draining into the two larger drains and the River Hull. This drainage is augmented by pumping stations at Hempholme, Wilfholme, Tickton, Tophill Low, Bransholme and Waterside, east of Beverley, without which much agricultural land and some areas of present settlement would be waterlogged for much of the time, if left to nature.

In addition to removing potential floodwaters, water management within the Character Area includes facilities to provide drinking water for the City of Hull, such as at Tophill Low, where there are two large reservoirs and a water

treatment plant. The surrounding land and the reservoirs are also managed as a nature reserve.

The only canals east of the Wolds are within the Hull Valley. The Leven and Driffield Canals once joined the eponymous settlements to the river. Commercial traffic on the Driffield Canal ceased in 1951, though many pleasure-craft now use the route and the canalised stretches of the River Hull. Leven Canal was officially closed in 1935 and is no longer accessible from the river. Beverley Beck is another short canal, cut from the River Hull in the medieval period; it ceased to be used commercially in the 1970s, though is still used by leisure craft.

At the eastern side of the valley, from North Frodingham south to Brandesburton, gravel and sand extraction along a narrow glacial ridge has resulted in the creation of a long line of artificial lakes, many of which are now used for recreational water- sports and fishing, leading to the development of camping and static caravan and chalet sites in the vicinity. Further south, a smaller group of ponds and small lakes has been created to the south of Leven through more recent sand and gravel extraction, and these are also now in recreational use.

At 0.8 per cent, historic earthworks form a relatively high proportion of the area, which is much higher than the percentage for the Project Area as a whole (0.5 per cent). These include the site of Meaux Abbey, Swine Priory, Watton Priory, Eske and Scorborough village earthworks and the Iron Age Cemetery at Scorborough.

Distinctive Characteristics

- A single major settlement (the market town of Beverley);
- Low-lying flat and open landscape with 'big sky' views;
- Views to west showing the gradual rise of the Wolds, visibly indicating the boundary of the Character Area;
- Large fields bearing ditched boundaries on former carr land;
- The sinuous River Hull with large raised floodbanks in its lower reaches;
- History of the drainage of the Hull Valley preserved as extant features and boundaries;
- Pumping houses to aid current drainage;
- Lack of present nucleated settlement within the central portion of the character area;
- Majority of villages of linear plan;
- Red brick and pantile vernacular architecture;

- Relatively large area of historic earthworks representing depopulated villages;
- A lack of modern settlement growth in the small villages near the upper reaches of the River Hull due to remoteness and lack of bridges;
- Gravel extraction quarries;
- Long linear fishing ponds and leisure sites along the line of former gravel extraction sites;
- Artificial reservoirs for regional water supply.

Dynamics of change

Agriculture and land management

Maintenance of dykes and drainage systems;
Maintenance of flood banks on the River Hull;
Loss of open aspect views due to tree planting;
Intensity of production depleting soil quality;
Increase in bio-fuel crops;
Soil erosion in areas that once possessed peaty soils;
Changes to agriculture involving climate resistant crops;
Greenhouse construction and demolition;
Hedgerow removal;
Changes in agricultural practice;
Expansion of large modern farm buildings around historic farmsteads;
Consolidation of fields resulting in loss of historic boundaries.

Climate change

Maintenance of River Hull embankments;
Flooding episodes due to sea level changes;
Flooding episodes due to groundwater changes;
Flooding due to extreme weather events;
Maintenance of pumping stations;
Increased periods of drought and heavy rain;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Hull water system;
Changes to agriculture necessitated by climate change.

Industry

Expansion of the industrial zone of Hull northwards along the River Hull corridor;
Expansion of new energy production infrastructure;
Threat of increased pollution;
Expansion of aggregate extraction;
Expansion and contraction of industrial facilities.

Settlement

Establishment of new designated areas for the settlement expansion of Hull;

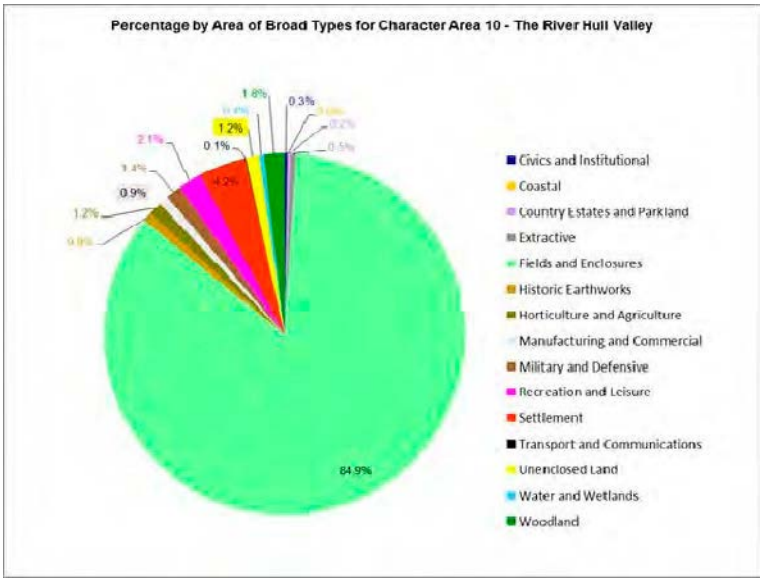
Expansion of settlements within commuting distance from Hull;
Ribbon development on the road between Hull and Beverley;
Large scale residential development around the periphery of the historic town of Beverley out of proportion to natural population increase;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Infilling of drainage systems and dykes during planned residential development construction;
Infill of vacant plots in low density linear villages;
Loss of historic village earthworks due to residential infilling or expansion;
Changes to Hull's municipal boundaries.

Tourism and recreation

Establishment of caravan parks and leisure parks;
Creation of new opportunities for leisure in and around disused sand and gravel quarries;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.

Military

Closure or changes in use to Normandy Barracks Defence School of Transport on the old RAF Airbase at Leconfield.



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5.11 Character Area 11 – Central Holderness

ARS sub-province	CEYKS
Natural England National Character Area	40 Holderness 41 Humber Estuary
Total area	40,187ha
Percentage of Project Area	16.7 per cent

Location

Holderness as a geographical entity is generally considered to be that area lying to the south and east of the Yorkshire Wolds and the east of the Hull Valley, though the latter is sometimes seen as a constituent part.

The Central Holderness Character Area consists of a long and very large area of land bordering the Holderness Coastal Strip to the east, South Holderness Alluvial Plain and Cherry Cobb and Sunk Island to the south. The western side of most of the Character Area abuts the Hull Valley and to the north the Character Area borders the Eastern Wolds Dip Slope. The area thus extends from the Humber Estuary as far north as Bridlington and contains the larger portion of the area referred to as Holderness. The geology of the area comprises Quaternary deposits of boulder clay, with some later alluvium. These deposits lie on top of the chalk bedrock.

Landscape evolution

The landscape of the low-lying parts of the Character Area have been changed dramatically, largely for agricultural purposes, with much of the history of the area essentially being the history of its drainage and conversion to valuable agricultural land. Central Holderness originally contained numerous marshes and meres which developed in the Late-glacial/Post-glacial period, of which only Hornsea Mere remains. The many sinuous watercourses drained into the Hull Valley and Humber Estuary.

The southern area of the Character Area once included three peat-filled valleys, containing the Hedon, Keyingham and Winestead Fleets, which were seasonally flooded (Sheppard 1966). The north of the Character Area contained large elongated meres such as Lambwath/Bittern Boom, Hornsea and Skipsea Withow Meres. Many small meres also existed in the interstices.

Hornsea Mere. © Peter Church

Documentary evidence suggest that a few of the meres and waterlogged peat deposits still existed in the medieval period enabling them to be exploited for fuel, fisheries and wildfowling (de Noort and Davies 1993). In the late medieval period the economic value of these areas declined as focus shifted more to the agrarian economy. The surviving meres and wetlands were increasingly drained for agricultural use, with the exception of Hornsea Mere. Little change seems to have occurred in the three peat-filled valleys until 1675 when the Commissioners of Sewers ordered the diversion of the drainage from the upper reaches of the valley, to the Keyingham Fleet (Sheppard 1966). This may have inadvertently added to

the silting up of Hedon's own Fleet and also caused the Keyingham Fleet to flood more frequently.

Small scale drainage of the land on the boulder clays had been occurring since the medieval period, though the open fields were always situated on the better drained land, with marginal and wetter lands being used as summer pasture. These tended to be at the peripheries of parishes and townships, with the villages mostly lying in a central position on the areas of raised ground. Organised drainage schemes in the late 18th and 19th century drained virtually all of the meres.

The region was relatively densely settled by the medieval period. Due to the size constraints of the raised topography the townships of Central Holderness were comparatively small, contrasting with those of the uplands of the Wolds. The town of Hedon was founded as a planned settlement in the 12th century by the counts of Aumale, to act as a port for the surrounding region (Allison 1984), through use of The Fleet and Hedon Haven, which gave access to the Humber Estuary. The streets were laid out in a grid pattern, which can still be seen today in the older part of the town. The initial prosperity of the town resulted in the construction of a fine parish church. This early success was short-lived however, due to a combination of the silting up of the Haven as a result of changes to drainage and silt deposition in the Humber, combined with the corresponding rise of the town of Hull and its more reliable access to both the Humber Estuary and hinterland, via the River Hull.

The town of Hedon has grown substantially during the 20th century as a result of the proximity to large areas of business and industry located to the east of Hull, such as the British Petroleum petro-chemical works, which have attracted a succession of house-building projects to the town. This growth is likely to continue into the future, particularly as the construction of two large plants to build and assemble wind turbines in this industrial zone has been confirmed, one of which will be very close to the town.

Three country estates were established in the Character Area, one of which has full access to the public, whereas the others have limited public access, though all three continue to be in private ownership. These are Burton Constable Hall, Rise Hall and Wassand Hall respectively. All three houses and their associated estate parkland add valuable diversity to the agricultural landscape.

Burton Constable Hall probably grew out of the manor house of the original village of 'Santriburtone' as named in 1086 (Kent 2002), which was removed in the early 16th century to rebuild the manor house and create enclosures (Beresford 1954). The house was remodelled on a grand scale in the 1560s, leading to the brick Elizabethan mansion we see today, with parts of the earlier buildings being sealed within the newer mansion. The house, with its construction of brick with stone mouldings, shows the prominence of the brick industry in Holderness and the lack of local building stone. Both Wassand and Rise Halls were built during the Regency period, in 1813 and

1815, respectively, on estates already long-established. All three country houses had moved the original historic settlement cores of their villages in order to construct and enlarge their estates.

The enclosure of Central Holderness appears to have begun prior to the mid 16th century at a period of time when some of the land was in monastic ownership – for example to the east of Swine, at Thirtleby – after which it was a slow and gradual process accelerating in frequency during the 17th century. The majority of land had been enclosed by 1780.

With respect to the enclosure of the open fields and commons, Holderness can be divided into three separate areas on the basis of their enclosure history and land ownership, though the historic distinctiveness of the three zones has been largely lost due to subsequent boundary loss. In the northern and southern areas, the land was subject to a combination of early enclosure, private planned enclosure and Parliamentary enclosure, accounting for an approximately equal division between Parliamentary and the other two types. There is an area just to the south of Bridlington which was enclosed, either early or privately-planned, due to the land- ownership and dominance of the St. Quintin, Strickland and Boynton families. The largest areas of early and private planned enclosure, however, amounting to at least 60 per cent of the centre of the Character Area, are grouped around Burton Constable and stretching eastwards towards the coast and northwards to the west of Hornsea. Again this process is probably due to either the prominence of a number of families of landed gentry, such as the Constable, Grimston and Bethell families, or the fact that land ownership in a township was in comparatively few hands, leading more easily to an agreement to enclose. The early enclosed versus Parliamentary and Parliamentary-type private planned areas once contrasted greatly, though this difference can still be observed, field boundary loss since the 1950s has eroded some of the defining characteristics.

Many of the areas enclosed by Act of Parliament still had a proportion of land which had been enclosed early. Much of these areas may have been used as cow pasture, evidence in support of which includes inventories of the post-medieval period which indicate a larger proportion of cattle in Holderness than on the Wolds for example (Harris 1961).

Further changes in farming which have left some mark on the landscape since the 1950s, include the expansion of intensive livestock rearing in the post-War period until the 1980s, particularly the rearing of pigs in rows of pig units. Since around 2000, these units have been in decline, however, with the rise in outdoor pig rearing, though this has not had as much influence on the landscape. More recently there has been an increase in the number of free range poultry units, consisting of large barns and surrounding field for hens to access.

Central Holderness was of strategic importance for Britain's defence during the 20th century. The comparatively flat topography and proximity to the

coastline, for accessing central Europe by air, led to the founding of three military airfields: RAF Carnaby, RAF Lissett and RAF Catfoss. Catfoss was the first to be established, initially in 1932 as an Armament Training Camp, becoming an airfield in 1935. Lissett was originally established as a satellite airfield for Catfoss, becoming fully operational in 1943 and Carnaby was the last to be established in 1944. After the Second World War Catfoss was closed; but subsequently re-opened for use as a Thor ballistic missile base between 1959 and 1963 (Cocroft, Thomas and Barnwell 2003).

Description of the present landscape

The terrain of central Holderness undulates gently, giving relatively open and extensive views of rural character, with large skies. The many church towers and occasional spires of the villages feature prominently in these views. The flatness of the southern part of the Character Area, in the proximity of Hull, means that the industrial infrastructure of the petro-chemical industry of eastern Hull at Saltend is very visible in the views to the west of Hedon.

The watercourses of this Character Area are small natural watercourses, many of which have been straightened in order to incorporate them into more systematic drainage schemes. The main trend of Holderness drainage is predominantly westwards into the Hull Valley. One of the more striking drainage elements is the Lambwath Stream, which though it now reaches virtually to the cliff edge in the Holderness Coastal Strip Character Area, flows westwards to drain into Monk Dike and Holderness Drain. This stream still has a preserved species-rich water meadow environment along its route at its northern extent running in an east-west line between Skirlaugh and Aldbrough. From the air this has a similar character to that of the Gypsey Race valley on the Wolds, though of smaller extent and running through an area of much lower elevation. The developmental history of the Lambwath Stream is different however, originating as a long post-glacial mere. The northern extent of Lambwath Stream divides the northern reaches of the Character Area from the southern area.

Situated approximately two thirds of the way up the Character Area is Hornsea Mere, a large and natural lake of 117ha and the only surviving glacial mere of the many which once existed within the Character Area. This provides an important natural habitat including reed beds and carr woodland.

Central Holderness is a rural agricultural area largely characterised by arable farming, due to a combination of good quality fertile soils and the gently undulating topography, which is very suitable for the use of large-scale modern farming methods. Large areas of the Character Area are used to grow oil-seed rape; a crop used to produce bio- fuels, cooking oils and animal feed. 88.9 per cent of Central Holderness comprises agricultural land, compared to 81 per cent of the Project Area as a whole; the surviving percentages of early versus Parliamentary enclosure are 8.7 per cent and 9.2 per cent respectively. Most fields are large modern fields and rectilinear or rectangular in shape, though these are often in large blocks with a perimeter

Undulating arable fields, west of Sigglesthorne. © Paul Glazzard

defined by the sinuous pattern of the natural drainage. These regular fields are interspersed with more irregular fields in areas where early enclosure has taken place, still providing a contrast between the areas of earlier and Parliamentary enclosure, though boundary loss has taken away some of these irregular characteristics. The boundaries are marked by hedgerows on the higher ground and deep drainage ditches in areas of lower topography. Many of the fields have lost boundaries in order to easier facilitate large-scale farm machinery, though there are areas where fields have remained smaller, particularly in the vicinity of Hornsea and the northern portion of the Character Area. There are also well- preserved small early enclosures around the edges of the villages, which were once utilised as pasture for livestock brought in from the open fields for safety, although generally used as horse paddocks today. These small fields were usually taken in from the open fields and enclosed, before the remainder of the common land.

A relatively recent addition to the local farming landscape is the appearance of free- range egg and poultry production, consisting of large sheds with surrounding enclosures for the birds.

There is very little woodland cover, except in the areas of the country estates of Rise Hall, Burton Constable Hall and Wassand Hall. In these locations the woodland and estate parkland provide some diversity to the otherwise agricultural landscape. Woodland encompasses just 1.5 per cent overall, compared to the whole project area, at 2.6 per cent. Small pockets of ancient woodland survive at: Low Wood, next to Hornsea Mere; Bail Wood, between Aldbrough and Garton; and, also at Old Wood, Burton Constable.

Long Riston linear village. © Paul Glazzard

Settlement is also sparse in the region, with the majority consisting of small villages and dispersed farmsteads, established on the areas of raised ground. The majority of villages are linear in plan. The lack of large settlements contributes to the overwhelmingly rural and tranquil character of Central Holderness, giving a sense of remoteness.

The only large settlement in this predominantly rural and agricultural area is the market town of Hedon. This was established as a planned town in the 12th century, becoming an important port. The planned grid of streets still survives in the modern street plan. Due to the once wealthy status of the town, it possesses a fine parish church dedicated to St Augustine. After the silting up of Hedon Haven and the rise to prominence of the port of Hull, the economic importance of the town lessened, though growth re-vitalised the town in the 19th and 20th centuries through becoming a commuter settlement for Hull.

The area around Hull contains villages which are considerably larger than those of the remainder of the Character Area. These have seen additional development since the 1950s, with new housing estates added, most of which have been built comparatively recently to house commuters relocating to more rural areas. Many of the linear villages to the east and north of Central Holderness still contain small early enclosures within the village cores, which result from shrinkage since the 14th century.

The older village buildings and farmsteads are traditionally constructed in the main, of red brick, with pan-tiled roofs. Beach cobbles are also in evidence at the eastern and southern part of the Character Area, despite some having been transported over a mile from the coast, the main sources of the cobbles being exposures of Skipsea and Withernsea Tills. The distance that the stones were moved may be explained by the lack of building materials in the area, and the use of beach cobbles would have been less expensive than the large-scale importation of fine limestone. The use of cobbles is relatively common in church construction, with limestone being used for features such as mouldings, window casements, sills and quoins on these buildings. Churches to the west of the area are generally of limestone.

The quiet rural nature of Central Holderness has created some opportunities for tourism, including 46ha of static caravan or chalet parks and 14 recreational fishing ponds, though numbers of the former are much smaller than the Holderness Coastal Strip; recreation and leisure accounts for 247ha of the area, in contrast to the 847 hectares within the coastal strip. The Elizabethan country house of Burton Constable Hall and its garden and parkland designed by Lancelot 'Capability' Brown are open to the public. The estate also includes a large holiday park, recently developed.

Holderness contains a certain amount of green energy infrastructure, principally consisting of wind farm developments. These essentially retain the character of the fields in which they are situated, with little if any disruption to field boundaries, with the footprint of the turbines themselves being very small. These are therefore not characterised as separate polygons in the 'Electricity Related Infrastructure' category; but by the field type in which they sit. The turbines are essentially 'temporary' structures, which if removed would return the field to its former appearance; their visual impact in the landscape is far greater, however.

Distinctive Characteristics

- Low-lying gently-undulating landscape with a predominance of long villages of linear plan situated on areas of higher elevation;
- 'Big sky' views;
- Church towers and spires prominent in landscape views;
- Lack of woodland with the exception of that associated with country estates;
- Small surviving patches of ancient woodland, particularly in the vicinity of Hornsea Mere and Wassand Hall;
- Predominantly rural agricultural landscape with settlement consisting mainly of villages;
- Red brick and pantile vernacular architecture;
- A relatively large proportion of surviving pre-Paliamentary enclosure with irregular ditched boundaries on the lower ground and hedges on raised terrain;
- Sinuous roads reflecting the field pattern;
- Hornsea Mere, the only surviving glacial lake in Holderness.

Dynamics of change

Agriculture and land management

Maintenance of dykes and drainage systems;
Loss of open aspect views due to tree planting;
Lack of maintenance to hedgerows and non-replacement of hedgerow trees;
Increase in bio-fuel crops;
Intensity of production depleting soil quality;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Hedgerow removal;
Consolidation of fields resulting in loss of historic boundaries;
Loss of non-scheduled historic earthworks due to ploughing;
Expansion of large modern farm buildings around historic farmsteads.

Climate change

Increased periods of drought and heavy rain;
Flooding due to extreme weather events;
Flooding episodes due to sea level changes;
Flooding episodes due to groundwater changes;
Maintenance of pumping stations;
Changes to agriculture necessitated by climate changes;

Flood alleviation schemes, such as construction of new means of drainage and pumping stations.

Industry

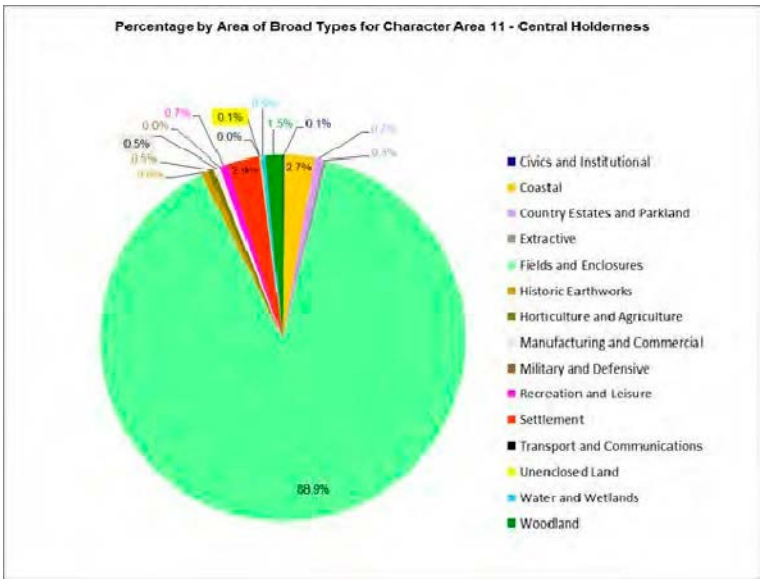
Expansion of new energy production infrastructure;
Industrial encroachment on the historic town of Hedon;
Threat of increased pollution.

Settlement

Small rural settlements with lack of amenities becoming unviable in times of high fuel prices;
Establishment of new designated areas for the settlement expansion of Hull;
Expansion of settlements within commuting distance from Hull;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Infilling of drainage systems and dykes during planned residential development construction;
Infill of vacant plots in low density linear villages;
Loss of historic village earthworks due to residential infilling or expansion;
Pressure on green space between Hull and Hedon;
Changes to Hull's municipal boundaries.

Tourism and recreation

Establishment of caravan and leisure parks;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.



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5.12 Character Area 12 – Holderness Coastal Strip

ARS sub-province	CEYKS
Natural England National Character Area	40 Holderness 41 Humber Estuary
Total area	11,701ha
Percentage of Project Area	4.8 per cent

Location

This Character Area consists of a long strip of land alongside the coastline and boulder clay cliffs, stretching from the Humber Estuary northwards to Bridlington. At first glance the area is very similar in character to central Holderness, however there are subtle and not so subtle differences due to the coastal proximity. These differences have meant that this narrow strip of land has had a distinct developmental history when compared with areas of inland Holderness, one which continues to this day.

The western boundary loosely follows the inner edges of a series of small coastal hills which reach the 20m contour line. The majority of the eastern boundary is defined by the raised boulder clay cliffs at the periphery, which are constantly changing due to coastal erosion.

Landscape evolution

The landscape of the Holderness Coastal Strip has been much altered by environmental factors, the main factor of change having been coastal erosion. It has been estimated that with an average loss of ground of two metres a year, between three and four kilometres of coastal retreat has occurred since the Roman period (Ellis 1995).

There are also areas of sediment accretion, such as Spurn Point. This narrow peninsula has been periodically eroded and breached, most recently in the winter storms and tidal surges of 2013/14. The point is also subject to cycles of change due to breaches and re-accretion resulting in a gradual shift westwards over time, with the tip of Spurn moving further south.

The landscape of the Character Area was originally wetter than present and possessed numerous meres on what is now the coastline. The location of some of these features can be seen in dips in the levels of the cliffs, filled with lacustrine sediments, for example at Withow Gap. These meres formed as a result of the melting of glacial ice and many remained until most were eradicated as a result of coastal erosion, artificial drainage and raising of the land's surface for agriculture. Just a single mere survives, in the Central Holderness Area, that to the west of Hornsea, though 13th-century documents show that meres were still in existence in the medieval period at Skipsea Withow and Withernsea (Sheppard 1956).

The many meres in the area would have been valuable in terms of their use as fisheries and places for wildfowling during this period. Those within the Character Area, and on once-adjoining land thought to have been lost to coastal erosion by the post-medieval period, include Withow Mere, Hornsea Old Mere, Owthorne Mere, Withernsea Mere and Kilnsea Mere, as well as Langrikmar and Milnemar, thought to lie between Easington and the lost settlement of Ravenser, at Spurn (Dinnin 1995). In the late medieval period, the economic value of the mere-based fisheries and wild- fowling activities became less important and attention shifted more to the agrarian economy. Remaining meres and wetlands were gradually drained for agricultural use.

Enclosure of the fields followed. Although most of central and inner Holderness had approximately 60 per cent of the area enclosed early, most of the coastal farmland was enclosed by Act of Parliament, with the exception of a few small parishes in the southern part of the Character Area and a cluster of parishes to the south of Bridlington.

With the advent of mechanised farming, hedgerows and ditches were removed, mostly during the 1950s and 1960s, and field sizes generally increased, although this increase in size has not been as prevalent in the fields abutting to the cliff-top.

Around twenty-nine villages have been lost since Domesday Survey of 1086 (Sheppard 1912), and other unrecorded and unknown numbers of earlier settlements must have disappeared prior to this. There are portions of field systems that belonged to long-disappeared villages all along the coast. A significant example are the strip fields to the south of Easington, which almost certainly once belonged to settlement to the south, which has been lost to erosion.

Small-scale fishing activity is likely to have been carried out at a number of these lost settlements some of which may have included small wharf structures, although there is a paucity of supporting documentary evidence for both fishing and seaborne trade, unlike that which exists for Hornsea Beck. There is some evidence for fishing at the lost settlement of Hyde, which lay to the east of Skipsea during the 14th century, though the scale of this activity may have been exaggerated in the records. In addition a map of 1560 indicates that the mouths of small creeks near Tunstall and Withernsea were used as 'small crekes for landing of fisher boote' (De Boer 1996).

The lost seafaring settlement of Hornsea Beck possessed a wharf, with concerns regarding repair, disrepair and quay doles appearing in administrative and legal documents of the 16th century. In the 17th century the loss of the wharf was considered to have exacerbated coastal erosion resulting in the loss of land and houses at the settlement (Allison 2002). Hornsea Beck may have been an atypical settlement in the part of the Character Area having high levels of coastal erosion, with coastal fishing and trade being of limited economic importance in the Character Area.

All three coastal towns of Bridlington, Hornsea and Withernsea show evidence of a similar form of evolution, with initial development connected to the emerging trend of taking the sea air and sea-bathing for health benefits, in the late 18th and early 19th century. The pace of further development of all three settlements was accelerated as a result of the construction of the railways between 1846 and 1854, making the towns easily accessible from Hull, other parts of Yorkshire and the North Midlands. Much of the development and house construction was speculative in nature, giving the three towns some shared characteristics of settlement and consisting of a mix of 19th century terraces and streets of detached and commercial activity. Piecemeal development has continued into the 21st century at Hornsea with

houses inserted into the large gardens of many of the detached properties to meet the demand for coastal living.

The town of Bridlington initially consisted of twin settlements. These were the inland small town of Bridlington or Burlington as it was often known, which had developed around the Augustinian Priory founded *c* 1113 and Bridlington Quay, occasionally referred to as Castleburn during the medieval and early post-medieval period, which had its focus where the Gypsey Race meets the sea (Neave 2000).

In the mid-19th century attempts were made to develop the Quay into an upmarket fashionable resort, although progress was slow. Gradually promenades and parades, avenues and terraces, hotels, spas and gardens were developed, and by the First World War, Bridlington had become a well-known Edwardian seaside resort.

The terraces and large-scale housing estates built before and soon after the Second World War filled the gaps between the Quay and the Old Town and expanded Bridlington eastwards towards Sewerby and southwards towards Bessingby and Hilderthorpe. Modern planned residential developments continue to expand Bridlington in a north-easterly direction along Martongate.

Bridlington's seafront today is more characteristic of a late 20th-century seaside resort, with its fairground attractions, amusement arcades, fast food outlets, cafes and bars. The elegant late Victorian and Edwardian terraces running back from the seafront are largely converted into small hotels and guest houses, each sporting an appropriate name, prominently displayed. A programme of regeneration is currently underway to update the centre of the resort and seafront area for the 21st century.

Development was not always as successful as the speculative developers hoped. At Withernsea, a resort with a grid of planned streets was laid out in 1854, though these streets were not fully filled with houses until the turn of the 20th century. Further speculative developments were added into the early 20th century, again being gradually filled over a long period of time. Hornsea developed from a small inland town next to the mere and the oldest portion of the town, around the church, still retains the character of a small rural town. Hornsea also possesses streets to the north of the town laid out in the second half of the 19th century, which took nearly 100 years to have all the housing plots finally developed.

The main commercial activity characterising the coastal strip is the leisure and tourism industry. This started with the expansion of the coastal settlements of Hornsea and Withernsea in the 19th century and was accelerated by the establishment of the railways. The rural areas began to be changed in character by tourism in the 1950s, brought about largely by the increase in the use of the car as a means of transport. The main effect on the rural character of the coast was the introduction of large organised sites for

both touring and static caravans. Many more of these were established during the 1960s and 1970s. They continue to be developed today, largely as a form of diversification of the rural economy. Modern sites tend to have an emphasis on static caravans and wood-clad 'log-cabins' which are often established in conjunction with recreational fishing ponds.

The coastal strip has probably always been of strategic importance in terms of coastal defence. During the First World War the emphasis was on defending the Humber Estuary against attacks on the ports and Humber shipping. A concentration of gun batteries was established at Spurn Point and Kilnsea, and installations including a concrete sound mirror, while a northern battery was also established to the south of Aldbrough at Ringbrough. A small number of pillboxes and command stations dating to the First World War have also been recorded. During the Second World War, the earlier coastal defence systems were enhanced and extended, to include pillboxes and other military installations up the coastline, with a greater focus on the prevention of land-invasion. Many of these sites have since been lost to coastal erosion. More recently, the Cold War saw the establishment of the Cowden Air Weapons Range, which is still in operation.

Description of the present landscape

The boulder clay cliffs of the Holderness coastline are amongst the fastest eroding cliffs in Europe, disappearing at a rate of *c* 1.5 to 2.25m per year, with an annual average of 1.8m per year (De Boer 1996). From Hornsea northwards to Bridlington the cliffs have a slightly lower rate of erosion then the more southerly coastline. Cartographic projections indicative of the expected shoreline position of the Holderness Coastal Strip in the next 20, 50 and 100 years are shown within the strategic documents of the Shoreline Management Plan (SMP) of 2010 (SMP3: Flamborough Head to Gibraltar Point, Environment Agency/ Humber Estuary Coastal Authorities Group 2010).

Erosion at Long Beach Leisure Park, Hornsea. © Ian S.

The dynamism of the coastal strip is also demonstrated by the fact that when the satellite mapping used for the project was updated during the course of the project, some peripheral houses, farms and other structures on the original satellite mapping were no longer present. In addition the entire village of Great Cowdon has been lost since the 1890s 1st edition Ordnance Survey map.

The clay cliffs of this Character Area are composed of three types of glacial till: Withernsea Till,

Skipsea Till and Basement Till (Ellis 1995), although not all are present in the entirety of the cliff face. Within this Character Area lie the cliffs of Dimlington, with their eponymous stratigraphy of importance to Quaternary Science, and Withow Gap, Skipsea, both of which are sites of national importance.

The land surface gently undulates, giving relatively long views, with large skies in many locations, although the view of the sea is frequently obscured by the low hills. At the coastline, views are extensive due to the far-reaching gentle curvature of the coast. A sense of remoteness is often present, particularly in those places where the actual coastline is inaccessible by car. Where roads do access the coastline, sense of place can be determined by a feeling of incongruity, where roads sometimes terminate at the cliff edge due to erosion.

As a result of its ever-changing nature, the coastal strip of Holderness has the strange attribute of being both associated with the sea in some ways, particularly in the coastal towns, though in others being very much divorced from the marine seascape and with very little characteristic association with it. Access to the beach, which is very narrow in places, is limited, due to the instability of the clay cliffs coupled with the lack of coastal roads and footpaths; with the exception of a small number of places. This makes the beach largely inaccessible. Just to the south of Bridlington, the low relief of the land makes the beach much easier to access and the flow and deposition of sediment and processes of erosion also means that there is a wider expanse of accessible sand. The beach is also easy to access at Spurn, though the remoteness of the peninsula and its lack of traditional tourist recreational facilities tend to maintain its sense of isolation.

Looking south along Spurn peninsula. © Stephen Horncastle.

Spurn, at the southern extremity of the Character Area, is an iconic sand and gravel spit reaching into the Humber, of narrow curved form with an expanded tip, being less than 30m wide at its narrowest point. Its sand dunes and associated mud flats contain important habitat for birds and plant species.

Changes in coastal geology and character where the Yorkshire Wolds meet the sea are very apparent in the views from the northern periphery of the Character Area, the chalk cliffs of Flamborough being visible, with the town of Bridlington in the foreground. This contrasts markedly with the view to the south.Bridlington is the busiest coastal resort of the Character Area and also the Project Area.

Watercourses are scarce. Of those present, only a few drain eastwards towards the sea, such as The Runnell, Earl's Dyke and Auburn Beck, the main trend of Holderness drainage being westwards into the Hull Valley. At Bridlington the Gypsey Race, rising in the Great Wold Valley (CA 8) flows eastwards into the harbour, in the south-eastern area of the town.

The agricultural element of the landscape features large rectilinear and rectangular fields interspersed with more irregular fields in areas where early enclosure has taken place. The boundaries are delineated by hedgerows and deep drainage ditches, although large scale hedgerow loss has meant that those that do exist are patchy and intermittent.

In some cases, fortuitous preservation of parts of early field systems has occurred due to the peripheral nature of the land. A notable and very important example of this is the series of early strip fields to the south of Easington, alongside Marsh Road.

These are very similar in appearance to the strip fields of the Isle of Axholme, though where they have been consolidated, the long fields are delineated by ditches. This small group of fields is a unique and important survival for the Project Area, though they are currently under threat from managed retreat schemes for flood defences. Other small fields have been preserved around the edges of the coastal strip villages.

Woodland cover is sparse at 0.8 per cent, compared to the Project Area as a whole at 2.6 per cent, and just over a third of this lies in the estate at Grimston Park. What little tree and hedge cover is present along the coastal edge has frequently been misshapen by the strong winds blowing along the shore.

Beach cobble construction of church and farm, Tunstall. © Stephen Horncastle

The majority of settlement consists of villages, which are overwhelmingly linear in plan. Although many of these settlements are now coastal, they were not always so- placed, and would have been at least a mile inland when initially established. Due to this they are not particularly coastal in nature, being originally founded as inland villages of agricultural character, not looking seawards for either employment or trade, though in some villages there are tombstones representing memorials to those lost at sea, indicating past connection. However, the vernacular architecture does owe some of its character to proximity to the sea in terms of building materials, with the oldest structures containing beach cobbles, some using a distinctive herringbone construction technique. The use of cobbles is particularly

prevalent in church construction, due to the survival rate of this type of building. A fine example is St. Nicholas at Hornsea. The cobbles used are the boulder-sized glacial erratics of the Skipsea and Withernsea Tills. Most of the other surviving older buildings are of brick construction, with pan-tiled roofs.

The resort towns of Bridlington, Hornsea and Withernsea are the largest settlements in the Character Area. All three developed from smaller settlements, having initially expanded in the 19th century due to the advent of the railways. The most populous of the three is Bridlington, also the most northerly coastal town within the Project Area.

The present focus of Bridlington is the Harbour and the surrounding commercial and leisure zone of the resort town and fishing port. Bridlington Harbour is the sole permanent harbour structure of this Character Area, retaining an important small fishing and shellfish fleet, There are also small landing sites for fishing and shellfish vessels at Withernsea and Hornsea. Over 60 small vessels are in operation at the three sites, the majority of which are based at Bridlington.

Bridlington possesses two historic settlement cores having developed from both an inland and a coastal settlement. The inland 'Old Town' of Bridlington, which was initially the larger of the two villages, has been eclipsed by the faster development of the eastern and coastal side of the town, centred on 'Bridlington Quay'. This re- positioning of focus has however preserved much of the 18th and early 19th century form of the inland settlement core of the old market town.

Birdlington Harbour. © Jeff Pearson

High Street, Old Town, Birdlington. © Stephen Armstrong

Speculative, piecemeal development has given all three coastal towns a similar characteristic, with the 20th- century development consisting mainly of detached houses built on individual plots along streets laid out sometime previously. The coastal towns have survived as holiday resorts, attracting day trippers in the summer and many visitors to nearby caravan parks. They possess a typical seaside resort character in the type of businesses which are present, with many aimed at the entertainment and refreshment of the average visitor.

Settlement expansion has been largely limited to these seaside towns, which now have coastal management systems in place for protection, though this exacerbates erosion to the south. Expansion in coastal villages has been inhibited by coastal erosion, resulting in a lack of will to develop and a concurrent lack of investment. There has been little infill of vacant plots in the coastal villages and also lack of new planned developments, generally leaving the settlements noticeably smaller than those inland.

The main forms of development have been determined by the leisure industry, leading to the establishment of the numerous large caravan parks, the majority of which are populated by static caravans, although recently there has been an expansion of 'log' cabin sites. Smaller campsites are also present, though these are often small and less visible in the landscape. Many farms have converted buildings for leisure use as holiday lets, as a result of rural economic diversification. This has changed the appearance of the farmsteads themselves, though this process has had little effect on the surrounding landscape, being on a much smaller scale than the caravan sites.

Also present are associated facilities for leisure, such as recreational fishing ponds, golf courses and other sports facilities. The coastline is a substantial draw for tourism, with many tourists staying in these 40 or so separate static caravan sites and campsites, These cover the largest area of any of the Character Areas, representing 3.2 per cent of the area as a whole. The popularity of coastline is also maintained by the high quality of the sea-water for bathing. The coastal strip has 888ha of land with a recreation and leisure usage, making up 7.6 per cent of the Character

Area. A large portion of this is taken up by the nature reserve at Spurn, which covers 293ha in total.

The gas industry has important infrastructure at the southern end of the Character Area, at Easington and Aldborough. One of the UK's three main gas terminals is situated at Easington/Dimlington and an underground storage facility is located between Aldbrough and East Garton. There are also wind farms providing green energy along the coast, such as the example at Out Newton.

Distinctive Characteristics

- Low-lying gently-undulating landscape with low clay cliffs;
- Receding coastline due to coastal erosion;
- Coastal defence structures;
- 'Big sky' views;
- Large nature reserve and unique environment of Spurn Head;

- Settlement consisting mainly of coastal towns and villages of partial form due to coastal erosion;
- Use of beach cobbles as building stone in vernacular architecture;
- Coastal towns with a distinctive character due to tourism, the coastal economy and geographic location;
- A high proportion of caravan and static caravan sites;
- Roads which lead to, and end abruptly at the cliff edge due to the processes of coastal erosion;
- A lack of recent settlement growth due to the threat of coastal erosion and distance of potential commute for employment.

Dynamics of change

Agriculture and land management

Loss of agricultural land due to coastal erosion;
Loss of farmsteads due to coastal erosion;
Hedgerow removal;
Changes in agricultural practice;
Expansion of large modern farm buildings around historic farmsteads;
Loss of open aspect views due to tree planting;
Loss of non-scheduled historic earthworks due to ploughing;
Consolidation of fields resulting in loss of historic boundaries, particularly pertinent to the strip fields near Easington.

Climate Change

Maintenance of coastal defences;
Increasing erosion due to sea level changes;
Accelerated erosion due to extreme weather events, such as storms and tidal surges;
Coastal defence management and strategy;
Hard coastal defence systems exacerbating erosion in other areas;
Flood alleviation by managed retreat threat to the strip fields near Easington;
Loss of agricultural land as a result of managed retreat;
Flooding episodes due to sea level changes;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change.

Industry

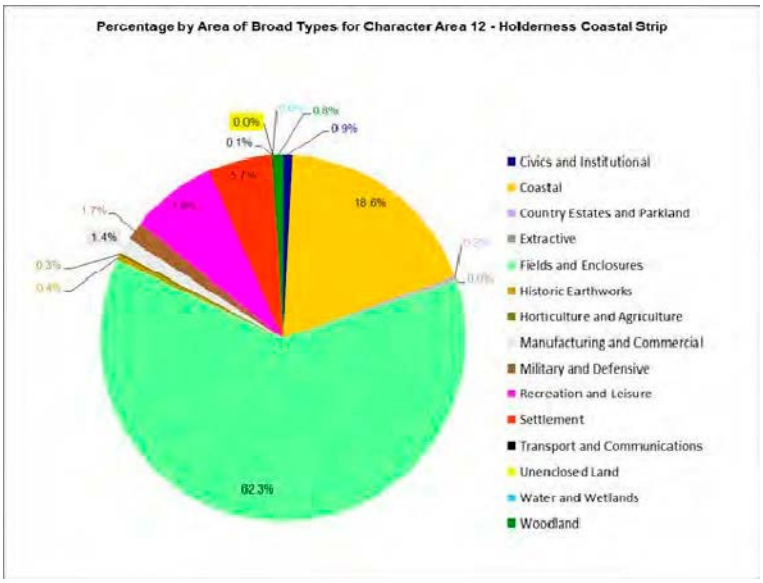
Threat of increased pollution along the shoreline;
Expansion of gas supply and other energy infrastructure;
Aggregate dredging off-shore potentially affecting the coastal sediments;
Expanding fuel storage and infrastructure along the coast obscuring seascape views;
Off-shore wind farms alteration of seascape and coastal views.

Settlement

Abandonment of settlement and isolated houses and farmsteads due to encroaching erosion;
Lines of communication between settlements needing future relocation due to loss via coastal erosion;
Small rural settlements with lack of amenities becoming unviable in times of high fuel prices;
Division of domestic gardens to provide new plots for house construction in coastal resorts of Hornsea and Withernsea;
Loss of historic village earthworks due to residential infilling or expansion.

Tourism and recreation

Establishment of caravan and leisure parks;
Maintenance of high standards of sea-water quality;
Loss of open aspect views due to caravan parks encroachment of the cliff edge;
Creation of new opportunities for leisure along the coastal strip;
Possible increase in levels of tourism due to changes in holiday habits here and abroad.



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5.13 Character Area 13 – Southern Holderness Alluvial Plain

ARS sub-province	CEYKS
Natural England National Character Area	41 Humber Estuary 40 Holderness
Total area	3,186ha
Percentage of Project Area	1.3 per cent

Location

The main road from Hull to Easington forms the northern boundary of this Character Area. The southern boundary of the Character Area is the silted up creek that once separated Sunk Island from land to the north. The western boundary is marked by a rise in the topography, which increases in height to the location of Paull Holme Tower, which sits on a raised area of sand and gravel.

Landscape evolution

The landscape of the Southern Holderness Alluvial Plain is very low-lying, initially being composed of accumulated alluvial sediments in the area bordering the Humber Estuary, which were originally laid down during the Post-glacial period.

At the northern boundary of the Character Area, where Hull to Easington road is currently situated, the ground level rises along the line of a relict storm beach, thought to mark the extent of the coastline of *c* 1260-10BC. Subsequently, alluvium gradually accreted to the south until a point was reached where the land was only flooded occasionally during higher tides, in around the 9th or 10th century AD (Dinnin 1995). The accumulated land was subsequently consolidated and settlements were established: the villages of Tharlesthorp, Frismersk, and possibly Penisthorpe and East Somerte (Sheppard 1912; De Boer 1996). These villages are thought to have been situated in the area of reclaimed land that was once in the same location as Sunk Island is today. The associated field systems and common lands of these settlements would once have lain partly in the southern portion of the South Holderness alluvial plain. A number of monastic granges were also established It is estimated that as much as half of this reclaimed land was lost to the sea in the 13th to 15th centuries due to a series of flooding events leading to the loss of the villages listed above (Sheppard 1966).

After the inundations by the sea, some of the farms and monastic granges that once existed further south were relocated to the north, such as Salthaugh Grange (de Boer 1988)., which lies in the central southern part of the Character Area close to Keyingham Drain. Some villages and hamlets may also have been re-established following inundations. Ottringham Marsh is likely to have been one such settlement, though this hamlet is no longer in existence. In 1667 Ottringham Marsh possessed 22 houses, by *c* 1760 these had reduced to around 10 houses (Kent 1984). In the mid 19th century the number had dwindled to three and now, just a single farm remains.

At the northern edge of the Character Area lay the open field systems and common grazing lands of the medieval villages of Thorngumbald, Keyingham and Ottringham, which lie along the Hull to Easington road.

In order to protect the remaining low-lying land to the south, banks were constructed along the Humber shoreline, such as those recorded in an inquisition of 1660, which were described as between four and six feet in height, though breaches of the banks did still sometimes occur (Sheppard 1966). Sunk Island and Cherry Cobb Sands had begun to form to the south of the Character Area during the 17th century and some new growths of land also occurred at the southern periphery of this Character Area. This growth began to disrupt the drainage systems of the South Holderness alluvial area, causing flooding, particularly in the area around Keyingham. This was exacerbated by the constructions of embankments designed to increase the size of the newly reclaimed lands. In 1802, the Keyingham Drain Act was passed in order to alleviate the flooding, which resulted in the cutting of a new drain outlet meeting the Humber at Stone Creek, at the junction of Cherry Cobb Sands and Sunk Island (Sheppard 1966).

The southern areas of the alluvial plain were enclosed early, probably due to some lands being in monastic ownership (Meaux Abbey, Thornton Abbey and the Hospitallers) and having initially developed in association with the now

Farmland, south of Keyingham. © Andy Beecroft

lost villages and lands to the south. Many of these enclosures were still extant in the mid 19th century, although large-scale boundary losses occurred in conjunction with the rise in modern mechanised intensive agricultural processes in the 1950s and 1960s and few of these early boundaries remain today. The Character Area has experienced a larger proportion of boundary loss than northern parts of Holderness, possibly due to the value of its agricultural land and conduciveness of the flat landscape to use of large agricultural machinery. This intensification of farming and associated field boundary loss, has resulted in fields more comparable in size to those of Sunk Island to the south.

Description of the present landscape

The Southern Holderness alluvial landscape is noticeably different to other areas of southern and middle Holderness, possessing many similar characteristics to the reclaimed landscape of Sunk Island to the south. It is largely devoid of villages, except where villages have extended south of the main road from Hull to Easington, The main feature of this landscape is its very large arable fields, predominantly defined by deep drainage ditches. As with Sunk Island, the landscape is, flat and dominated by long sky views. This gives a very open aspect, which can feel exposed and bleak at times. There is a lack of woodland, which represents only 0.3 per cent of the area. The level of paucity is illustrated by comparison to the Central Holderness Character Area, which possesses 1.5 per cent woodland.

Ottringham Drain. © Andy Beecroft

Large-scale drainage is represented by: Keyingham Drain, in the eastern part of the Character Area; the smaller Ottringham Drain, in the centre of the area; and, Winestead Drain, which forms the area's eastern boundary. The first two of these have been straightened, whereas Winestead Drain is a natural sinuous water course. These drainage systems carry run-off from the alluvial lands and boulder clay hills southwards into the Humber Estuary.

Thorney Crofts Farm. © Andy Beecroft

Settlement consists largely of brick-built isolated farmsteads, with roofs of pan-tile or slate, though the area does include parts of villages which line its northern edge, along the route of the A1033 road. The cores of these villages are on the glacial till on the edge of the slightly raised Middle Holderness Character Area.

Distinctive Characteristics

- Predominantly rural environment with sparse scattered farms;
- Large arable fields dominate the landscape;
- Low-lying and very flat landscape with 'big-sky' views;
- Lack of woodland cover;
- Field boundaries formed by deep v-shaped drainage ditches with corresponding lack of hedges and trees at field boundaries;
- Visible evidence for a long history of drainage in former marshlands;
- Some surviving early enclosures associated with ecclesiastic landholdings to the south and villages lost to coastal erosion in the Humber Estuary.

Dynamics of change

Agriculture and land management

Maintenance of dykes and drainage systems;
Loss of open aspect views due to tree planting;
Increased salinity of environment due to groundwater abstraction for agriculture;
Intensity of production depleting soil quality;
Bio-fuel crop development;
Changes to agriculture involving climate resistant crops;
Hedgerow removal;
Changes in agricultural practice;
Expansion of large modern farm buildings around historic farmsteads;
Consolidation of fields resulting in loss of historic boundaries.

Climate change

Flooding episodes due to sea level changes;
Flooding due to extreme weather events;
Flooding episodes due to groundwater changes;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change;

Flood alleviation schemes, such as construction of new means of drainage and pumping stations.

Industry

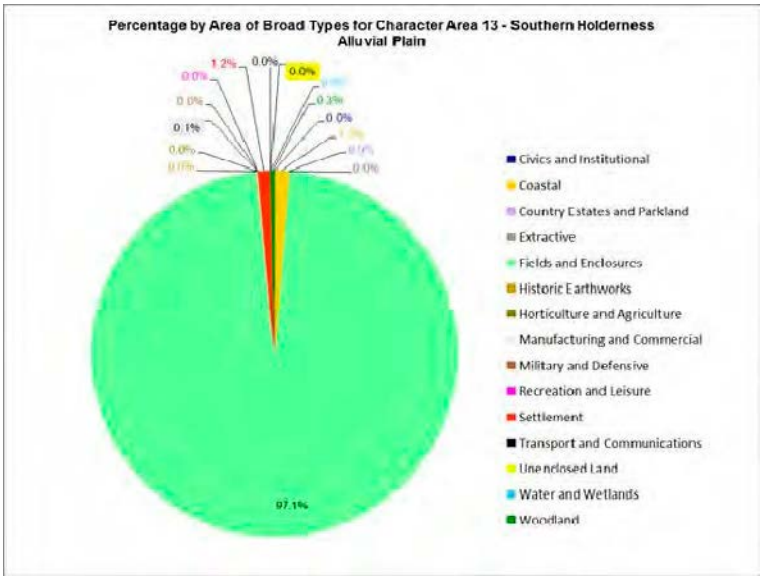
Expansion of industrial zone along the banks of the Humber;
Threat of increased pollution;
Expansion of new energy production infrastructure.

Settlement

Abandonment of farms and associated buildings as farm sizes increase;
Expansion of settlements within commuting distance from Hull;
Ribbon development along the A1033, increasing towards Hull;
Changes in use for farms and associated buildings.

Tourism and recreation

Establishment of caravan and leisure parks.



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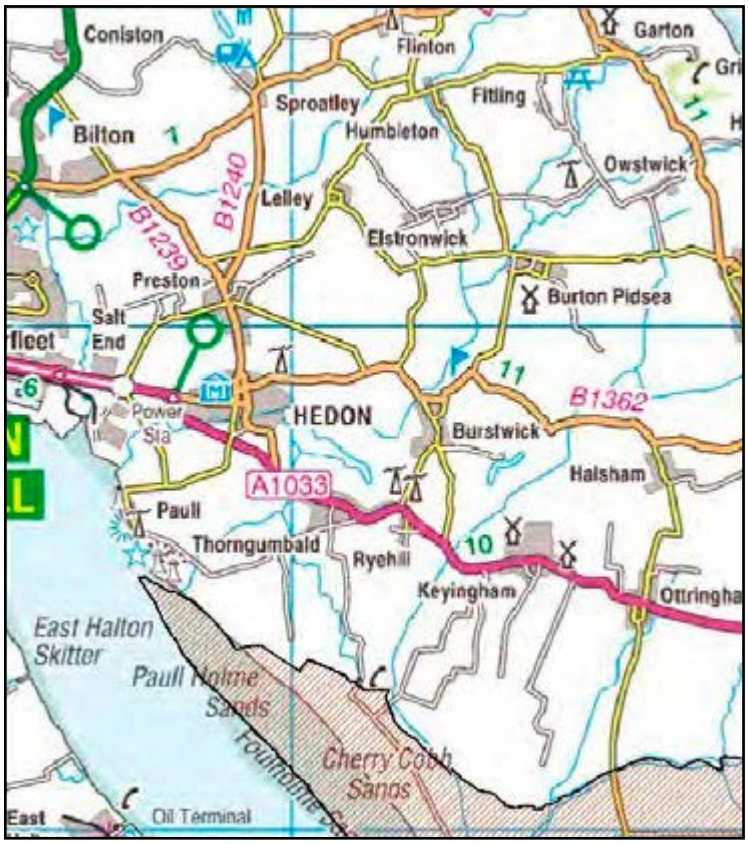
5.14 Character Area 14 – Sunk Island and Cherry Cobb

ARS sub-province	CEYKS
Natural England National Character Area	40 Holderness 41 Humber Estuary
Total area	6,489ha
Percentage of Project Area	2.7 per cent



Location

The northern extent of the Character Area is bounded by Winestead Drain and the North Channel of Sunk Island and the southern character area boundary extends to the low water mark across the inter-tidal zone, which represents the extent of the area under the control of East Riding of Yorkshire Council (*see* section 3.5, above). The southern bounds of the Character Area are defined by the internationally important mud-flats of the Humber Estuary.

Landscape evolution

Sunk Island and Cherry Cobb are reclaimed landscapes created and modified from the Humber Estuary, though what is less apparent is that the area was not always part of the Estuary. This space has had a dynamic history, thought to be closely related to the changing nature and location of Spurn Head. In the Saxo-Norman period, silts had accumulated along the shoreline as it then stood, possibly due to the form of Spurn Head at the time, growing in a

southerly direction and affecting the drift of silts eastwards from the mouth of the estuary. This led to a phase of land reclamation along the shoreline during the 10th to 12th centuries, by a process of embanking and warping, eventually leading to the establishment of new villages in this area. Monastic granges and farms were also established . This parcel of reclaimed land was not long-lived, however, with large portions being lost to flooding in the 13th to 15th centuries (*see* Character Area 14, above). The Meaux Abbey Chronicle tells of the relocation of Salthaugh Grange, which was originally further south than the present Salthaugh Grange farm (de Boer 1988). The old location was in the area later reclaimed as Cherry Cobb. Four villages are thought to have been situated within the area now covered by Sunk Island, though no trace of any of these survives. These villages, which were once an area of land attached to the South Holderness alluvial plain were Tharlesthorp, Frismersk and possibly Penisthorpe and East Somerte (Sheppard 1912; de Boer 1988).

Subsequent changes in the Humber meant that by about 1560, sand islands referred to as 'sunk sand' and Cherry Cobb were visible at low tide and a small periodically- flooded island at Sunk Island had formed by the 17th century, as a result of natural sedimentation and natural consolidation due to the growth of halophytic vegetation. Having 'risen' from the Humber, the land was considered Crown property (Allison 1984).

A lease of the island of 'sunk sand' from the Crown was sought by Col. Anthony Gilby, the Deputy Governor of Hull in 1667 and by the late 17th century up to 20 acres had been embanked to form the nucleus of the landmass we know today (Allison 1984).

The names Sunk Island and Cherry Cobb Sands were in use by 1684, as indicated on Greenville Collins' navigational chart (Sheppard 1912). Further acres were added to Sunk Island in a series of separate embanking and reclaiming events throughout the 18th century and the North Channel which separated the island from the mainland also narrowed due to silt accumulation. Sunk Island continued to be embanked and enlarged throughout the 19th century. At the same time, growths of land were created from the mainland to narrow the North Channel from the north, with the island becoming indistinguishable from the mainland in the late 19th century, when the final part of the North Channel was reclaimed. The last portion of land to the south-east was added in 1965 (Dinnin 1995) though recently this land has been allowed to revert to periodically flooded salt-marsh as part of a flood-alleviation scheme.

During the 18th century, Cherry Cobb sands also increased in size, largely due to silt accumulation. Some contention ensued regarding the ownership of this area of new land. If the land had risen from the estuary separated from the foreshore by a channel, as in the case of Sunk Island, then it would also be Crown Property,

however if the land was subject to a process of accretion from the edge of the mainland foreshore, the Lord of the Manor, William Constable of Burton,

would have a claim to the new land. The landowners of the foreshore were the charitable Corporation of the Sons of the Clergy, who also wished to have claim to the land. With support of the Crown, they brought a legal action against Constable for the land; however, he won the case and became the subsequent landowner. To secure his case and prevent further litigation, Constable acquired an Act of Parliament regarding ownership and also donated 400 acres to the Sons of the Clergy. Cherry Cobb was eventually embanked in 1769-70 (Kent 1984).

Land was gained primarily for agricultural purposes by drainage and dyke building. Farmers relocated to the area to farm the rich landscape in the 18th century; e.g. Robert Wasling, born *c* 1710 at Winteringham, in the Ryedale area of North Yorkshire, who moved to Sunk Island to farm and died there in 1771. Farming at first consisted of a mix of crops and livestock, with descriptions of the island in the first half of the 18th century referring to the high quality of meadow and pasture-lands, in addition to the suitability for crop cultivation. This mixed agricultural regime continued from the 18th century until the early to mid 19th century, when arable farming became predominant and has remained so ever since (Allison 1984). By the 20th century, little grassland remained, and currently there is an almost total lack of livestock.

The enclosure of the reclaimed land, though late and of similar appearance, was not subject to an Act of Parliament, as the whole area was under lease to a single individual. The fields were created and dyked in a piecemeal fashion, dependent on the sections of land embanked and drained at each particular period.

Initial access too Sunk Island was by boat, however a track came into existence across the silts in the mid 17th century, after which a road from Thorney Crofts in Thorngumbald township was established, becoming the main route into the area until the road from Salthaugh Grange was completed in the later 18th century, this road being utilised until the 1830s. A more substantial turnpike road from Ottringham to Sunk Island Church was created by 1841, and Brick Lane, leading to Patrington Haven, was turnpiked in 1852 (Allison 1984).. Today these still form the main routes of communication into Sunk Island.

The first house constructed on the island and an associated chapel were built by Col. Anthony Gilby, shortly after being granted his lease in 1669. These were located where Old Hall Farm now stands. Six houses were present by 1797 (Allison 1984).. Expansion of settlement occurred in the mid 19th century, when over 30 houses were constructed by the Crown. These have a consistency of form and architectural detail due to being mostly designed by Samuel Sanders Teulon. These are distinctive brick-built properties, mostly with gables, possessing slate roofs and often decorative brickwork. The properties all bear date plaques showing the crown and V.R. cipher. Most of the contemporary farm buildings have been replaced since, though a number survive at Church Farm. A second phase of expansion occurred at

the end of the First World War, when 40 dispersed semi-detached cottages (known as the Crown Colony) were built on the eastern side of the island, to accommodate ex-servicemen and provide them with rural employment (Allison 1984).

Description of the present landscape

Damaged floodbank and shipping, Sunk Island. © Paul Glazzard

View west along the floodbank, with salt-marsh to the south and arable fields to the north. © Ian S.

Sunk Island is a flat eye-shaped area of land, which as its name suggests was originally an island in the Humber Estuary. Having being reclaimed for farmland comparatively recently, from the 17th to 19th centuries, the landscape has seen relatively little change since the reclamation. The land is very low-lying, and with the exception of the flood-banks, all of the area lies at less than 5m above sea level – passing ships appear to sail along or even above the horizon!

The area is in the main a humanly-constructed landscape, in a much more fundamental way than the rest of Holderness, with the exception of some areas of reclaimed land along the fringes of the Humber Estuary. Sunk Island was reclaimed in stages which are briefly described further below. These stages can still be seen in the present field boundaries, although this is much more apparent when viewed from above than when on the ground.

Some of the internationally important mud-flats and associated salt-marshes at the southern bounds of the Character Area have been created comparatively recently as part of managed retreat schemes for flood management. The land periphery is delineated a systems of banks and dykes in order to protect the economically-important farmland.

This agricultural landscape of the Character Area consists of very large rectangular fields, with boundaries comprising deep drainage ditches and an almost total lack of hedgerows; indeed, it is likely that hedgerows were never part of this landscape. The field pattern is consistent with its current agricultural usage as intensively-farmed arable land of high grade, used for crop cultivation, a relatively large proportion of which is cereals and oil seed rape. A tiny portion (less than 10 per cent) of the land is currently under grass and most of this represents small paddocks in the vicinity of the farms. Agricultural fields represent 57.5 per cent of the Character Area. This appears low due to the large amount of coastal mudflats representing 41.1 per cent by area.

The landscape has an open aspect with wide skies due to the flatness of the land and its comprehensive lack of woodland, hedgerows and trees. The lack of woodland reflects the high value of the land as a productive agricultural landscape, though the lack of trees and woodland makes the area seem quite desolate, particularly in the winter months. However, the bleak open aspects of this Character Area, with its tranquillity, 'big skies' and uninterrupted views of the Humber Estuary and its busy shipping lanes, do convey a very strong sense of place.

Cereal cultivation near Old Hall, Sunk Island. © Andy Beecroft

The estuarine strip has clear views all along the foreshore. In stark contrast to the remainder of Holderness, there are no caravan parks along the coastal fringe, or elsewhere within the Character Area, the nearest park being at Patrington Haven to the north. Sunk Island and Cherry Cobb are very sparsely populated. The characteristic settlement type consists of dispersed single farmsteads and isolated detached or semi-detached cottages in a flat landscape, with no nucleated settlement. The few trees that are present cluster around the farmsteads. The original settlement of 'Sunk Island', as marked on early OS mapping, is still in existence, consisting merely of a very small cluster of buildings, namely the church, vicarage and old school house. Many of the farms possess a few associated cottages, initially built for the agricultural workforce. The largest cluster of these is at White House Farm with its row of six contemporaneous semi-detached cottages, built in the mid 19th century. The isolated cottages generally nestle at the corners of fields, utilising the corner field boundary as part of the bounds of the cottage gardens. Virtually all the current settlement post-dates 1850.

Cherry Cobb is an elongated area of reclaimed land to the west of Sunk Island. It possesses a very similar character, although the land reclamation, rather than encircling an island nucleus, is linear in nature. Settlement has the same dispersed characteristics, consisting of isolated farmsteads and isolated cottages, though these are fewer in number than Sunk Island. The level of settlement for this Character Area is very low and contains the lowest number of inhabitants per square mile for any part of the Project Area.

Distinctive Characteristics

- Extensive embankments and ditches preserving evidence for the process of land reclamation and the position of the former North Channel;
- A strong sense of remoteness and 'otherness' of place;
- Paucity of settlement;
- Distinctive 19th century planned farms and associated cottages built by The Crown, many designed by S.S. Teulon;
- Unusual settlement distribution with planned farm cottages distinctly-placed at field corners.;
- Dispersed cottages and smallholdings in the east part of the Character Area, added to the settlement in order to provide agricultural livelihood for ex-servicemen in 1917;
- Growths of new land and salt marsh;
- 'Managed retreats' as part of planned coastal defence against erosion and flooding.

Dynamics of change

Agriculture and land management

Maintenance of dykes and drainage systems;
Loss of open aspect views due to tree planting;
Increased salinity of environment due to groundwater abstraction for agriculture;
Intensity of production depleting soil quality;
Bio-fuel crop development;
Maintenance of flood banks on the River Humber and other coastal defences;
Changes to agriculture involving climate resistant crops;
Changes in agricultural practice;
Expansion of large modern farm buildings around historic farmsteads;
Loss of boundaries and dykes will remove physical evidence for land reclamation history;
Loss of agricultural land due to coastal erosion.

Climate Change

Maintenance of embankments;
Flooding episodes due to sea level changes;
Flooding due to extreme weather events;
Loss of agricultural land to create areas of managed retreat;
Flood alleviation by managed retreat threat to the historic boundaries;
Flooding episodes due to groundwater changes;
Increased periods of drought and heavy rain;
Changes to agriculture necessitated by climate change;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations;
Changes due to extreme weather events, such as storms and tidal surges.

Industry

Threat of increased pollution along the shoreline;
Expansion of new energy production infrastructure;
Aggregate dredging off-shore potentially affecting the coastal sediments;
Expanding fuel storage and infrastructure along the coast obscuring seascape views.

Settlement

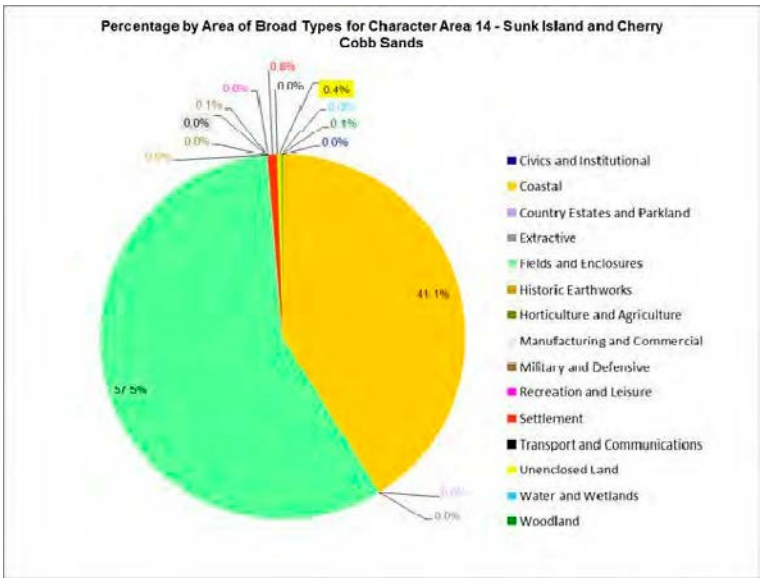
Establishment of new designated areas for settlement expansion;
Abandonment of farms and associated buildings as farm sizes increase;
Changes in use for farms and associated buildings;
Isolated rural settlement with lack of amenities becoming unviable in times of high fuel prices;
Abandonment of settlement and isolated houses and farmsteads due to encroaching erosion.

Tourism and Recreation

Establishment of caravan and leisure parks;
Increase in nature tourism as areas of managed retreat increase bird numbers.

Natural

Creation of new landmass via estuarine sediment accretion;
Other changes due to landmass changes on the Spurn peninsula.



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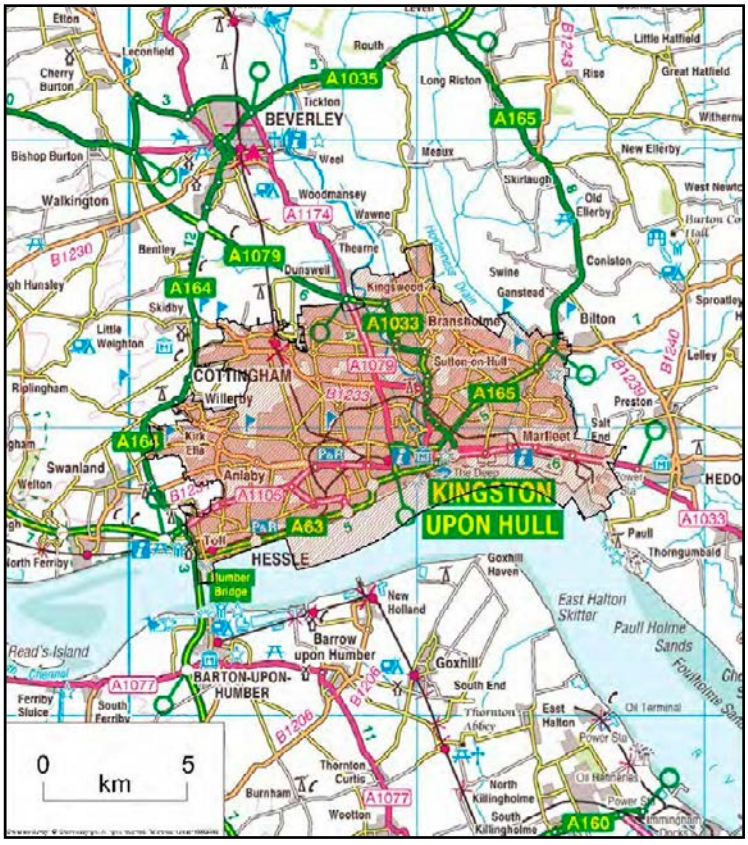
5.15 Character Area 15 – Hull and Suburbs Urban Area

ARS sub-province	CEYKS
Natural England National Character Area	27 Yorkshire Wolds 40 Holderness 41 Humber Estuary
Total area	7,746ha
Percentage of Project Area	3.2 per cent



Location

The urban Character Area of the city of Kingston-upon-Hull (thereafter Hull) and its surrounding suburbs is located at the southern end of the River Hull Valley, concentrated on the confluence of the River Hull and the Humber Estuary. The area is bounded by the Eastern Wolds Dip Slope Character Area to the west, River Hull Valley to the north and Central Holderness to the east.

Landscape evolution

The initial landscape character of the Character Area is essentially that of the Lower Hull Valley. As mentioned in the landscape history of the Hull Valley (CA 10), the river originally formed as a late glacial drainage channel, with the valley subsequently becoming alluviated and subject to peat formation. Some areas of glacial till are also present, giving slightly raised areas.

Until relatively recently, it was considered that there was a lack of settlement in the Hull area prior to the Norman Conquest; however, since the 1960s, an increasing body of evidence has been gathered to finally dispel this notion. The earliest definite permanent settlement, located in the northern fringes of the city, dates to the late Iron Age at Saltshouse Road (Didsbury 1990; Evans and Steedman 2000) whilst considerable evidence of settlement dating to the Roman period has also been recovered in the same area, and also in particular proximity to the river Hull. The earliest settlements tended to be founded on the areas of slightly higher ground, such as the 'islands' of raised glacial till and areas of alluvium at the fringes of the area of estuarine influence (*Ibid* 205), currently covered by the city of Hull and its suburbs. In between the settlements, were tracts of marshy carr lands and reed- swamp, saturated with groundwater for much of the time. The saline waters of the Humber Estuary also penetrated inland along creeks and salt-marsh lay along the foreshore. The River Hull provided the main means of drainage.

This environment was little altered until modification of the landscape by man commenced in the early medieval period, probably involving the construction of banks and drainage ditches. The area occupied by Hull was once subject to marine transgression and saline water often appears to have reached far inland, via tidal creeks and marshes. Place-name evidence such as Saltshouse and Salt Ings suggest the presence of a saline environment in the eastern area of the city. The wetland environment of the Character Area in the earlier medieval period was a productive place for wildfowling, grazing, peat extraction and probably also for the production of salt.

At the time of the Domesday Survey of 1086, settlements in the area of what is now central Hull, consisted of Myton and Drypool, while slightly further out was Southcoates. Myton lay to the west of the river and Drypool to the east. Further from the mouth of the River Hull lay Marfleet, Southcoates, Sutton, Sculcoates and Stoneferry, only the first three of which are mentioned in Domesday. It would appear that no permanent settlement of any size suitable for the purposes of taxation lay at the mouth of the river at this time, possibly as the river mouth was wide and consisted of two channels at its junction with the Humber, the land between probably having been poorly-drained (Evans 1996).

During the 12th or early 13th century, the river was channelled into a single outlet, improving the river for the movement of shipping and enhancing the settlement potential of the adjacent land. The settlement of Wyke is known to have been founded by this time, on land owned by Meaux Abbey, though there is much conjecture concerning its initial location. By the 1280s, however, plots had been laid out and settled alongside the River Hull in the area of High Street, Lowgate and Marketgate. In 1293, this growing port was acquired from Meaux by Edward I and renamed Kingston (King's town) upon Hull, after which an additional larger grid of streets was laid out. This medieval street pattern is still largely in existence today. After an initial slow start, the medieval port flourished and continued to grow, with warehouses,

cranes, staithes and jetty structures established along the river frontage. It took some time for all the plots established within the town to be taken up, however; even in the 17th century, there was still room within the town walls for extensive gardens and empty plots in the western part. The church of Holy Trinity was established in 1285 and a Carmelite Friary followed in 1289. The Augustinian Friary was founded in 1317 and a Carthusian Priory in 1378, which was built outside of the town walls to the north.

Construction of the medieval town's walls began in 1321-4.These initially comprised a clay bank and ditch, but began to be replaced in brick in the 1330s, this being completed in 1406 (Evans 1996). Hull is very important in the history of early brick- making in England, initially prompted by a lack of local building stone. The industry seems to have started in the late 13th or very early years of the 14th century, with the earliest documentary reference to it being in 1303 (Brooks 1939).

Extensions to the town's defences were ordered by Henry VIII in 1541. These were sited to the east of the river and consisted of a curtain wall and three blockhouses, with external moat. Additional defences were added during the course of the next century, culminating in the construction of The Citadel artillery fortress in the late 17th century (Evans 2010).


The Georgian Terraces of Albion Street. © Stephen Richards

External to the walled town, the surrounding villages, with their own field systems and associated common grazing, continued to function, though the urbanisation of Hull may have led to some decline, as free villagers migrated to the town.

Prior to the 18th century there had been little extra- mural growth in the town, with the settlement still being essentially contained within its walls. At the end of the 18th century, houses began to be constructed to the north and north-west, such as the three-storied terraces of George, Charlotte and Albion Streets. This development coincided with the construction of the Queen's Dock along the line of the town's north walls in 1778. Many houses within the town walls were also replaced during the 18th century as a result of prosperity due to the town's increasing trade.

Further docks – Humber Dock and Prince's Dock – were constructed in 1809 and 1829, again following the line of the town walls and resulting in their destruction. This stimulated further housing growth. Many merchant families re-located to the new suburbs to the north and further new housing began to spread out along the routes into the town along Hessle, Anlaby, Holderness and Beverley Roads, as well as northwards along the River Hull, which saw

an increase in riverside warehouses, shipyards, roperies and 'Greenland Yards' associated with the Atlantic whale fisheries and processing of whale-based products. The area of the Old Town was also increased to the south during this time, with new roads, such as Wellington and Nelson Streets, being constructed on reclaimed land beyond the line of the town walls and along the Humber foreshore. The reclamation was largely undertaken using clay excavated during the construction of the new docks.

100 ton steam crane, Alexandra Dock. © Chris Allen

The docks and their associated trade and industries were now a large and integrated part of the townscape and infrastructure, with Hull's raison d'être being very visible to any visitor. Raw materials coming into the docks stimulated the growth of industries – such as oil and seed processing, paint manufacturing, and timber yards – which used those materials, some of which have continued until the present day. The whaling industry began to decline after reaching a peak in 1820; however the rise in industrialised sea fishing after the discovery of the 'Silver Pits' fishing ground, 28 miles to the east of Spurn Head in the 1830s or 40s, provided new and large-scale marine employment (Brown 1969). During the first half of the 19th century, the population of Hull doubled within the space of a decade, reaching over 65,000 in 1841 (Brown 1969). The year before, the first railway linking Hull to Selby and the West Riding had opened, making the city more accessible.

Wilton Avenue, Franklin Street, Holderness Road. 1890-95. © Bernard Sharp

Increases in fishing and waterborne trade necessitated the construction of new docks. In 1850 Victoria Dock, was constructed to the east of the river to handle large amounts of timber coming in to the port. The railway system was expanded in this area in 1853 to connect the port to an inland system of rail freight. In 1885 Alexandra Dock was built to the East of Victoria Dock, principally for the purposes of coal exportation. The construction of the eastern docks stimulated housing growth along Holderness Road.

St Andrew's, William Wright and Albert Docks were built alongside the Humber foreshore to the west of the town in 1869, 1880 and 1883, to accommodate the growing number of trawlers. These docks necessitated accommodation for the trawlermen and their families, leading to the concentration of the fishing community in the Hessle Road area, and the construction of a large quantity of terraced housing.

The middle class housing of the period is concentrated in areas such as The Boulevard of 1870 and The Avenues area of west Hull, created in 1874. These areas are largely unchanged, though only The Avenues possesses a similar demographic today, having been through a process of division into flats starting in the 1960s, followed by more recent "gentrification", turning many houses back into single dwellings. The planned development of Newland Park, intended for further middle class housing, was laid out in 1877; however only five houses had been built by 1885 and fourteen by 1905. Various large villas were also constructed along the Holderness Road frontage in the east of the town, though this road was not developed to the same extent as the west in terms of larger houses.

Westbourne Avenue, 'The Avenue'. © Peter

The developments of the late 19th century saw the consolidation of the industrial zone northwards on the river Hull corridor, beyond Wincolmlee, and on the river Humber frontage, stimulated by the dock construction.

Maple Grove, Garden Village. © Stephen Horncastle

Queen Victoria's royal charter of 1897 granted Kingston-upon-Hull city status, by which point in time the city's population had burgeoned to over 200,000 inhabitants. In 1899 the streets of the city centre were improved to provide wider thoroughfares, which are still significant elements of the city centre today. King Edward Street was cut through from Carr Lane to the start of Beverley Road; Jameson Street joined the new King Edward Street to Paragon Train Station; and Alfred Gelder Street ran from Carr Lane to Drypool Bridge.

The process of slum clearance also began in the period 1890–1910, when around 780 houses were demolished. The estate village of Garden Village was developed between 1907 and 1913 by Sir James Reckitt, primarily to provide better quality housing for the workers of his factory on Dansom Lane.

The last large scale pre-war development of the city was the construction of King George Dock, completed in 1914. The process of commercial development, slum clearance and house construction was halted by the outbreak of the First World War in August 1914. During the war Hull's city centre was damaged by Zeppelin raids, the most destructive of which was the first, in June 1915, immediately to the south of Holy Trinity Church, killing 25 people and injuring 40 (Markham 1997).

Inter-War housing and Croda wind turbine. © Peter Church

The post-World War One period saw a resurgence of house-building and also the expansion of the industrial zone, with the arrival of the Distillers Co. chemical plant at Salt End in 1925.

Slum clearance also continued apace, with the building of large numbers of houses in the 1920s and 30s. By 1939 approximately 2,300 houses had been replaced by new municipal housing in areas such as the south side of Anlaby Road, Inglemire Lane, Greenwood Avenue and Cottingham Road. This clearance also opened up a further part of the city centre, allowing the construction of Ferensway, running from Paragon Station, through to the junction of Beverley Road and Spring Bank in 1931. It was also during this period that the plots of the Newland Park suburb laid out in the late 19th century were finally taken up and built on, creating a further middle class suburb in the west of the city.

In 1939, construction and development was again halted, with the outbreak of the Second World War. This event was to have the most influence on the change of character of Hull's city centre character since the Georgian re-building of the old town, due to the severe and heavy bombing endured by the port city. The outer areas of the city were also greatly affected.

Retention of character in development of former bomb damage plot, Kingston Square. © Stephen Richards

Tarran prefabs on Wingfield Road (now demolished) © Barry Shimmon

The city of Hull experienced the largest tonnage of dropped bombs and percentage of destruction of any northern city. Of Hull's 92,660 houses, 5,300 were totally destroyed and only 5,945 were undamaged, leaving 152,000 people temporarily homeless (Neave 2010). There were over 1,200 deaths and a further 3000 people injured (McLaren 1969). In the shopping and business areas of King Edward Street, Jameson Street and Prospect Street, few buildings remained intact, though the hospital was fortuitously left standing. Many of the city's industrial buildings and warehouses were also lost.

This large scale destruction was to result in a post-war planning exercise, starting with Lutyens and Abercrombie's ambitious plan of 1945, much of which was fortunately not realised, though a large part of the city centre was re-constructed from the1950s to 1970s. Some areas in the centre of the city were deliberately left as open spaces, though many small areas of bomb damage were left in the residential areas of the town, some of which are still empty spaces today. Numerous small estates of detached prefabricated dwellings, known as prefabs, were constructed to house people displaced by the bombing, after the passing of the Housing Act of 1944. These were initially intended to be temporary structures, though many remained in use until the 1980s and 1990s. The groups of prefabs are distinctly visible on the OS mapping of the 1950s to 1970s. Many of those in the city were constructed locally by Tarran Industries Ltd.

Hull's development plan of 1956 identified 21 residential areas for development, some of which were a continuation of the pre-war developments, others of which were on entirely new sites. The majority of these planned residential developments were municipal in character and most of the housing took place on eleven of the sites. Initial development started in the 1950s and continued through to the 1970s. The last of the municipal residential developments to be built were the largest, being the Orchard Park and Bransholme estates on the northern edge of the city. The end result of this

Perran Close, Bransholme. © Ian S.

The industrial landscape of north Sculcoates alongside the River Hull. © Paul Glazzard

Lavender Close, Kingswood. © Ian S.

development was that many of the green spaces within the municipal boundary were filled and in the process the built area of the city had expanded from 17 square miles in 1939 to 25 square miles by 1988 (Wild M.T. 1996).

In addition to housing, the industrial zone of the city was expanded north along the River Hull corridor, with the addition of the Sutton Fields Industrial Estate. This post- war development has endowed the city with an uneven geographical distribution between its private and municipal development, with less expensive land to the east of the city leading to a much higher proportion of municipal housing being located to the east. Although the city is now roughly the same size either side of the river, the demographic of the two areas is not comparable.

The large recent development of the suburb of Kingswood, and its associated areas of planned residential development, have done much to redress this imbalance in recent years. The Kingswood development, the construction of which began in the late 1990s, is directly to the east of the River Hull at the city's northern extent. Kingswood has an integrated development of business units, retail and leisure facilities, much improving the diversity of amenities available for the residents of the northern part of the city.

The commercial units of the Kingswood development still broadly adhere to the River Hull corridor of industrial development. Further planned development in the near future will also expand the eastern part of the industrial and commercial zone along the River Humber foreshore, with the construction of factories associated with the manufacture of wind turbines.

Description of the present landscape

The sinuous course of the River Hull winds its way through the centre of the low- lying Character Area. The source of the River Hull lies in the Eastern Wolds Dip Slope Character Area in the vicinity of Driffield, approximately 20 miles to the north of the city.

Aerial view of Hull, 2014. © Chris

A distinguishing feature of Hull's strategic geographic position, at the confluence of the rivers Hull and Humber, is the flatness of the city's landscape. Hull is the lowest- lying city in Britain, with parts of the modern urban area below present sea level and therefore naturally prone to flooding. To alleviate this risk, pumping stations are located within the city, and near the junction of the River Hull and Humber is a tidal barrier to protect the core of the city from tidal surges.

The character of the area is defined by its urbanisation, growth patterns and particularly its development as a port city, which has been the catalyst for much of Hull's development.

The city's developmental pattern allows zones of differing character to be distinguished. These are discussed in broad terms here, although borders between the separate zones have not been defined as this undertaking is considered beyond the scope of the current project. The urban area has been characterised on an individual polygon basis by type, in exactly the same way as the entire project area. A detailed definition of the city by Character Area would therefore be possible in the future, using a similar approach to the

River Hull looking towards the tidal barrier at the confluence of the Hull and Humber, with warehouses to the right (now flats) © Bernard Sharp

Holy Trinity from Posterngate. © Ian S.

Lincoln Townscape Assessment, for example (City of Lincoln Council 2005-2009).

The oldest surviving part of the city and its historic settlement core lie to the west of the River Hull, known today as 'the Old Town'. Within this area lie the two surviving medieval churches which originally lay within the medieval town walls, the parish churches of Holy Trinity and St. Mary the Virgin.

The city was originally walled in brick. No above ground-level traces of these walls survive, though a small portion of the wall at the Beverley Gate has been exposed and is on display within a sunken area at one end of Whitefriargate. The line of the original walls is mirrored in the inner boundaries of the three docks which were built along the exterior line of these walls in the late 18th and early 19th centuries.

The centre of the city now contains a commercial and business zone. The structures containing the businesses are generally smaller in size within the line of the town walls than without, with many of the offices contained within what were once houses. There are some areas of modern housing for inner city living, mainly within purpose- built flats and apartments and attractively-converted warehouse buildings alongside the town's docks and the river.

The city is now vastly increased in size since it first expanded beyond the city walls, with an equal proportion of urbanization on both sides of the river and stretching northwards up the river valley. The main route into Hull is the A63 dual carriageway, which increases to three lanes to the west of the city, becoming the M62 motorway. The A15 links the area to Lincolnshire via the iconic Humber Bridge, running to the west of the city, its line forming part of the western boundary of the Hull and Suburbs Character Area.

At the core of the present city is a concentrated industrial and commercial zone, of roughly inverted T-shape, along both sides of the River Hull and the north bank of the Humber. At the western end are the Livingstone Road

Industrial Area and Priory Park West, on the edges of Hessle; to the north of the zone is Sutton Fields Industrial Estate; and, at the eastern edge is the British Petroleum petro-chemical plant at Saltend. There are also plans to extend this area eastwards in the near future, as part of Hull's green energy infrastructure, with the construction of a factory to produce wind turbine rotor blades.

The location of this character zone emphasises the importance of waterborne lines of communication in the success of the original settlement and shows that this subsequently influenced the development of the modern city of Hull. This industrial character zone is very visible when seen from the air, due to the white colour of the roofs of the current factory, warehouse, industrial and commercial units. The 'Manufacturing and Commercial' Broad Character Type represents 19.3 per cent of the Character Area.

The river and associated trade and industry at Wincolmlee. © Bernard Sharp

Sutton-on-Hull historic settlement core. © Stephen Horncastle

38.5 per cent of the Character Area is covered by the 'Settlement' Character Type. Residential areas fan out from the core, with those closest to the city centre being of greater age, for example Georgian terraces in the very centre of the town, with large areas of Victorian and Edwardian housing stretching out along the principal main original routes into the city – Hessle Road, Anlaby Road, Beverley Road and Holderness Road. Much of this early development was focussed to the west of the city. Further out along the arterial roads, and between the areas of earlier development along them, are semi-detached and

terraced housing of the 1920s to 1950s, built in lower density to the earlier housing.

The periphery of the city consists of a combination of municipal and private housing estates, the former built with planned facilities such as small shopping centres and areas of green space. In places these abut or subsume what where once separate villages, such as Hessle, Anlaby, Kirkella, Willerby, Cottingham, Sutton-on-Hull and Marfleet, effectively turning these areas into conjoined suburbs, although some still possess well-defined historic settlement cores. Whilst the five settlements which lie to the west of Hull are joined to the city at their eastern edges, some attempt has been made to prevent them joining to each other, leaving areas of agricultural fields in between. To the east of the city, a much larger proportion of housing post-dates the Second World War, than to the west of the city. The rapid growth of the city post-1945 is shown in the proportion of the area represented by planned

Prince's Quay Shopping Centre looking towards the Maritime Museum. © Derek Harper

The City Hall from Whitefriargate. © Bernard Sharp

The damage of the Second World War blitz has meant that much of the retail facilities of the city centre consist of post-war development, though two late 19th-century shopping arcades and an Edwardian indoor market building survive, as do the original main shopping streets of Whitefriargate and King Edward Street. More recently, enclosed shopping centres have been established at three sites within the core of the modern city: Prospect Centre, Princes Quay and St. Stephen's Shopping Centres. The Princes

Quay Shopping centre is an innovative building constructed on stilts within the old Prince's Dock, thus preserving and incorporating the maritime character and heritage of the area, whilst providing modern facilities.

Hull provides both a retail and transport hub for much of its surrounding area, with a large bus and train station (Paragon Interchange) located right in the centre of the modern city.

There is good survival of grand civic buildings at the core of the town in the area around Queen Victoria Square, such as the City Hall, the Guildhall, Ferens Art Gallery and the former Dock Offices, which now house the Maritime Museum.

The oldest brick structure is the church of Holy Trinity. Brick houses surviving from the 17th century display a Dutch influence in their use of brick for decorative features, the best surviving example of which is Wilberforce House, in High Street. The vernacular architecture of most of the city's earliest buildings involves construction of brick with pan-tiled roofs.

Hull's low-lying aspect gives the impression of a characteristically green city, featuring numerous trees, even when viewed from the Yorkshire Wolds or the Humber Bridge. This is due to the many avenues lined with mature trees and buildings of relatively low height. The low buildings also give the city a very open aspect in places.

Recreation, leisure and planned green spaces feature well in the city. The larger and older parks consist of: East Park, West Park, Pearson Park and Pickering Park. West Park contains the KC Stadium, home to Hull City AFC and Hull FC, the latter one of the two professional rugby league teams of the city; the other being Hull Kingston Rovers, whose home ground is in the east of the city at Craven Park.

High Street and Wilberforce House. © David Hallam-Jones

The historic settlement core of Hull, within the area of the old city wall, contains the 'Museums Quarter' consisting of the Hull and East Riding Archaeology Museum, Streetlife Museum (transport), Wilberforce House and the Arctic Corsair trawler.

Two of Hull's old docks have been re-configured for recreation. Queen's Dock was infilled in the 1930s and converted into the picturesque inner city green space of 'Queens' Gardens' and Humber Dock was adapted to function as a Marina in the 1980s. A relatively recent and very popular attraction is 'The Deep' aquarium, one of the most successful millennium projects in Britain and still attracting substantial numbers of visitors to the city.

One element which gives Hull a unique character are the cream telephone boxes, resulting from the city possessing the only independent telephone company in Britain, established in 1902; although fewer in numbers in recent years, many of these boxes still remain.

Distinctive Characteristics

- The largest conurbation within the Project Area;
- Hull's ever present maritime history contributes largely to the unique character and layout of the city;
- Historic Docks and former docks located within the heart of the city centre;
- Surviving buildings of maritime character such as dockside and riverside warehouses, associated offices and merchant's houses;
- Hull's 'Old Town' area defined by the line of former docks which follow the line of the medieval and moat and wall, and the River Hull to the east;
- The sinuous River Hull running through the centre of the modern city dividing it into east and west;
- T-shaped distribution of industrial and commercial businesses along the Humber and River Hull corridor;
- Holy Trinity Church's (Hull Minster) distinctive brick and limestone construction;
- Other early brick buildings such as the old Grammar School, Wilberforce House and Crowle House;
- Concentrated areas of Victorian and Edwardian terraced housing;
- 'The Avenues' area of 19th century middle class housing comprising four main tree-lined avenues, with houses consisting of large detached villas, semi- detached villas and large terraced houses;
- 'Garden Village' constructed for the workers of Reckitt's factory between 1907 and 1913;
- Large areas of municipal planned residential development, particularly at the periphery of the city, some having a strong sense of their own identity and community;
- Peripheral villages subsumed into the urban area at the suburbs of the urban area, each with their own historic village cores;
- The survival of several areas of open space where buildings were destroyed by bombing during the second World War;
- Insertions of housing of later period into areas of terraced housing, indicating the location of Second World War bombing;

Dynamics of change

Agriculture and land management

Expansion of the built area potentially infilling remaining agricultural land;
Maintenance of dykes and drainage systems;
Maintenance of flood banks on the River Hull;
Greenhouse construction and demolition in city periphery;
Hedgerow removal and loss of historic boundaries;
Maintenance of flood banks and walls on the River Humber.

Climate change

Maintenance of River Hull embankments;
Flooding episodes due to sea level changes;
Increases in climatic temperature and associated sea-level rise;
Flooding due to extreme weather events, such as storms and tidal surges;
Maintenance of pumping stations;
Increased periods of drought placing pressure on groundwater, possibly leading to less water in the River Hull water system;
Flooding episodes due to groundwater changes;
Increased periods of drought and heavy rain;
Flood alleviation schemes, such as construction of new means of drainage and pumping stations;
Coastal defence management and strategy;
Flood damage threat to Hull's historic settlement core.

Industry

Threat of increased pollution;
Expansion of the industrial zone of Hull northwards along the River Hull corridor;
Expansion of industrial zone along the banks of the Humber;
Expansion of new energy production infrastructure;
Expansion and contraction of industrial facilities;
Increased need for hotel and conference facilities due to industrial and business expansion.

Settlement

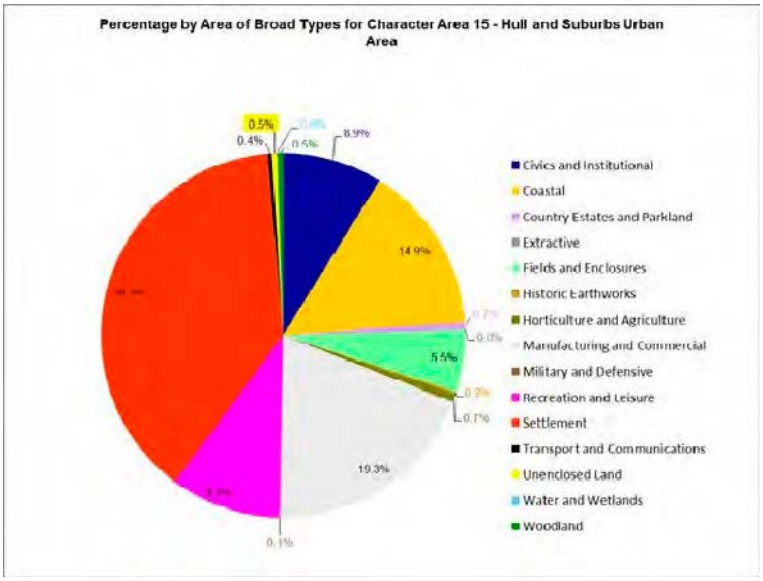
Establishment of new designated areas for the settlement expansion of Hull;
Municipal boundary changes;
Large scale residential development around the periphery of the city necessitating infrastructure changes;
Changes in use for peripheral farms and associated buildings;
Infilling of drainage systems and dykes during planned residential development construction;
Pressure on green space between Hull and surrounding settlements;;
Changes to transport infrastructure due to settlement increase
Division of domestic gardens to provide new plots for house construction.

Tourism and recreation

Increase in visitor numbers and tourism infrastructure due to Hull as City of Culture 2017;
Establishment of new leisure facilities;
Possible increase in levels of tourism due to changes in holiday habits here and abroad;
Increase in visitor numbers due to expansion of cruise terminals on the eastern docks;
Increase in visitor numbers due to success of festivals and specialist events.

Transport

Electrification of the main rail line into the city;
Improvements to the A63;
Changes to transport infrastructure due to increase in fuel prices.



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6. APPLICATIONS REVIEW

6.1 Introduction

This section of the report presents an illustration of some of the applications of HLC. Two case studies which used the Hull and East Riding of Yorkshire HLC data are summarised, with an illustration of how the data was utilised and a summary of how the report informed local development and place-shaping. One case study is in an urban location in Hull, the other is a rural location at the edge of the city. There follows a selection of recent examples of HLC applications using HLCs in other regions, including links to some accompanying reports and reports of relevance. These examples are followed by current policy context (at March 2017).

During the polygonisation phase of the project a number of requests were made to use data produced to date. Data was provided in order to inform the Historic Seascapes Project undertaken at Newcastle University which covered the area from East Yorkshire to Norfolk (Aldred 2014), and two reports were commissioned by Hull City Council in order to inform the future development of two characteristically diverse areas of the city. In order to allow polygonisation to continue these two reports were undertaken by Locus Consulting (Partington and MacIntosh 2012a and 2012b), whose personnel were involved in the recently completed Historic Landscape Characterisation Projects in Lincolnshire and Norfolk. These two reports provide the two detailed case studies presented here, alongside further potential applications for HLC data. Other ways the data has already been utilised are also presented.

After a period of ten years since its inception in Cornwall in 1994, English Heritage published the findings of its review into Applications of HLC between 2002 and 2003 (Clark, Darlington and Fairclough 2004).

This report allotted the uses of HLC to four broad categories:

- landscape management;
- landscape character assessment and strategies;
- spatial planning;
- partnership, learning and outreach.

Though this report is now over ten years old much of the discussion regarding applications is still current and this report (which is available online) provides a useful overview of further potential uses of HLC than those covered here.

6.2 The relevance of HLC to the planning process

Historic Landscape Characterisation can be an important tool for the planning process. In the years since the inception of the project, HLC has

become a well- established mechanism for the management of change, having an impact upon strategic development plans and the creation of new planning frameworks, policies and guidelines. This is due to the fact that in order to make positive planning decisions regarding the historic environment and the management of historic elements present within the current landscape, a reasonable level of understanding of the nature of landscape is required and this needs to have as its basis, good quality well-researched information.

HLC is now routinely used in conjunction with the Historic Environment Record database (HER) as part of landscape planning and development control responses in many areas of the country.

The effectiveness of HLC in assessing landscape sensitivity and capacity for change as part of strategic development has also been demonstrated by projects such as the M11 Corridor, Thames Gateway Project and the Milton Keynes Expansion Project.

Two local projects have utilised the HLC data to analyse the historic character of built and rural landscape in order to inform future development of the areas in question. These are *A study of the Historic Landscape Character of the area covered by The Port of Hull Local Development Order* (Partington and MacIntosh 2012a) and *A study of the Historic Landscape Character of the area covered by Kingswood Area Action Plan* (Partington and MacIntosh 2012b).

These projects were undertaken in areas covered by this HLC where polygonisation had been completed by 2012 – both were commissioned by the Planning Department of Hull City Council. The first concerned the area of the Port of Hull Local Development Order (PHLDO) and utilised HLC data to analyse aspects of the inherited character of the Alexandra and King George Docks and their surroundings in order to ascertain how inherited character could be taken forward and harnessed in the future development of the PHLDO area. The second project provided a baseline understanding of the historic character of the rural and urban landscape covered by the Kingswood Area Action Plan and its surrounds. This report sits alongside other evidence bases and policies relating to the proposed development site. This report was intended to inform how the inherited character of Kingswood could make a positive contribution to the future development of Hull. Both of these smaller projects indicate how HLC can be used as a tool to inform development. The HLC data can be also be used to generate a more detailed assessment in advance of specific proposals.

Further examples of how the form of characterisation information used in the HLC can be taken forward in place-shaping in an urban context can be seen in 'Plans in Place: Taking a local approach to character in Lincoln'. This document is available on the internet (*see* Reference Material, below).

6.3 The relevance of HLC to environmental strategy, landscape and seascape management

As HLC identifies areas of preservation of past landscape in modern landscape character via a holistic methodology it has a particular relevance in positive landscape management. HLC can be used in parallel with Landscape Character Assessments to aid environmentally beneficial land management projects such as those involving grassland, hedgerow, and woodland management, the conservation of historic parkland and flood management schemes.

Field systems have also been included in the dataset of the Selected Heritage Inventory for Natural England (SHINE), for example surviving piecemeal enclosure in Warwickshire. The HLC dataset is likely to be of value for the creation and enhancement of SHINE records and therefore of benefit to SHINE partners such as Environmental Stewardship Scheme applicants, Historic England advisors and local authority historic environment advisors.

The principles of HLC have also been applied to the characterisation of the marine environment, with the contiguous development of the Historic Seascapes Project (hereafter HSC). Data from this HLC project has therefore been utilised as part of HSC in the area covering the East Yorkshire and Humber Estuary undertaken by Newcastle University under the leadership of Oscar Aldred the report for which was produced in 2014 (Aldred 2014). HSC maps the historic character deriving from human activity in the marine environment. In accordance with National HSC methodology there is overlap in the coastal and intertidal zones, where HSC data extends to 5 kilometres landward of mean high water in order to record areas deemed to possess a distinctively maritime historic cultural character. As a result both projects contain a degree of character type commonality, where HLC informs the HSC data. The use of HLC data is demonstrated by plans produced in East Yorkshire to Norfolk HSC Vol. 1. The interoperability of the two projects therefore enables conjunctional use in forward place-shaping and future research projects.

6.4 Case Study 1: A study of the Historic Landscape Character of the area covered by The Port of Hull Local Development Order

Here follows a summary of the study undertaken by Locus Consulting in conjunction with Humber Field Archaeology in 2012.

This study was undertaken in order to inform development proposals for the Alexandra and King George Docks area of Hull in the area covered by the Port of Hull Local Development Order (PHLDO) and its immediate surrounds, an area now known as part of 'Green Port Hull'. By assessing the inherent character of the area the report aimed to provide a useful tool for the management of developmental change within the study area. Situated at the interface between the River Humber and the Hedon Road area of Hull to the east of the historic core of the city, this site forms part of the city's employment

zone and is an area of significance in the city's historic and economic history. The Alexandra and King George Docks are the two main port facilities currently operational within the City of Kingston upon Hull.

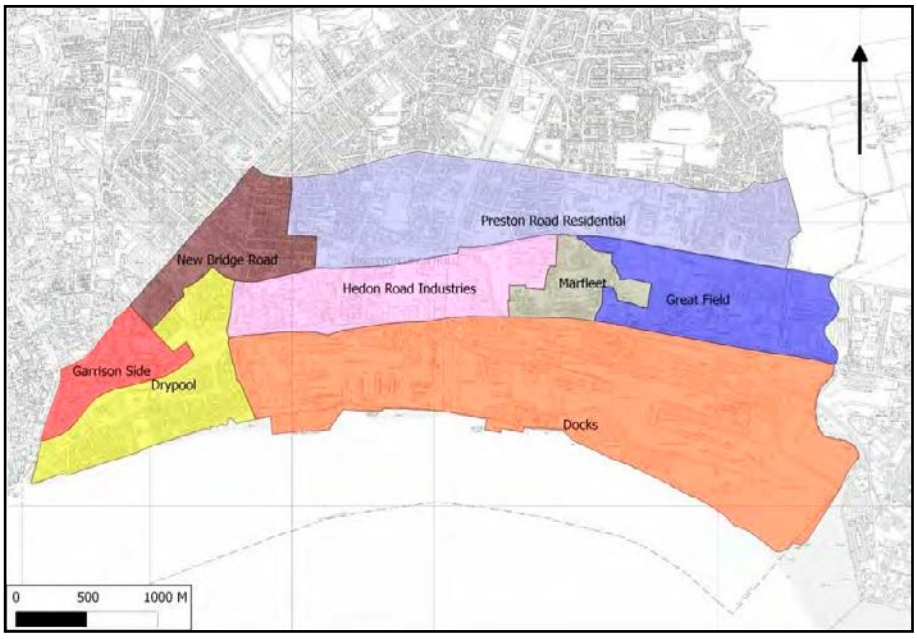
The aim of the PHLDO was to encourage, in the form of a more simplified planning process, the redevelopment of Hull's dockyards, specifically Alexandra Dock, for the purposes of supporting and growing the city's renewable energy sector.

Once the HLC data had been requested, the area was prioritised for the completion of HLC polygonisation, in order that the data could be made available.

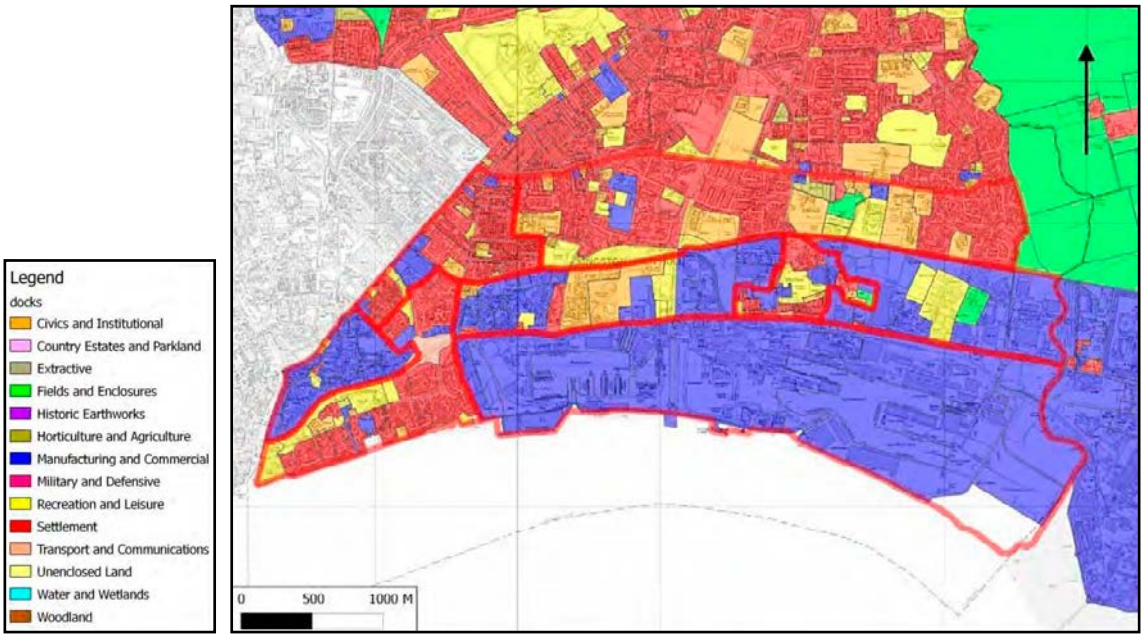
The methodology used examined the evolution history of the current character of PHLDO area using the Hull and East Riding HLC data as its principal source, plus Historic Environment Record data, analysis of map-based records, aerial photography and a number of field visits.

This enabled the identification of eight Character Areas comprising the PHLDO area after which stand-alone reports for each Character Area were produced, one of which can be seen below.

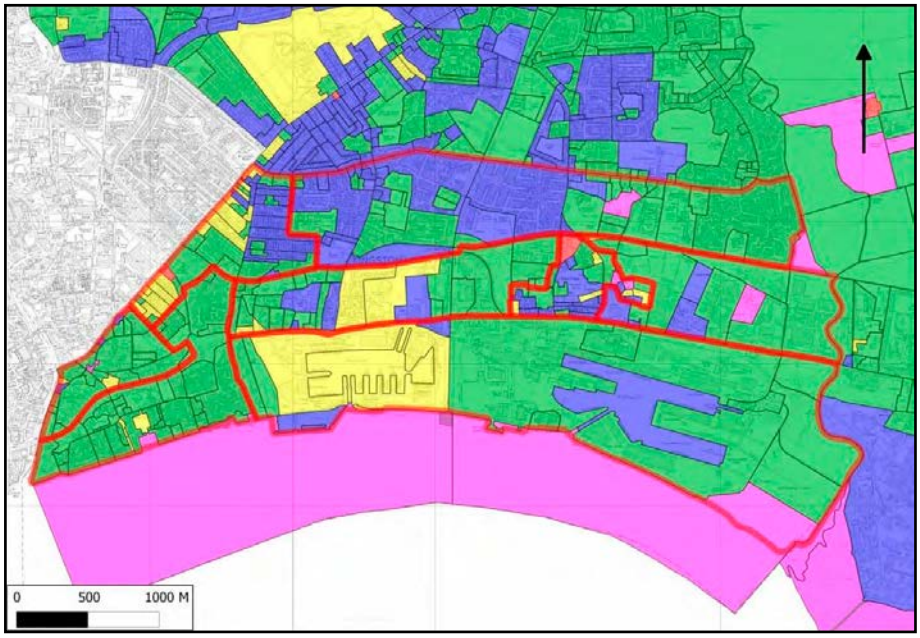
The study concluded that the inherited character of the study area presented a number of opportunities for new development to promote, conserve, protect and enhance the historic landscape and that an understanding of the inherited character of built-up areas near the docks offered the opportunity to enable new development to better engage with issues and benefit from good practice.



Character Area Location



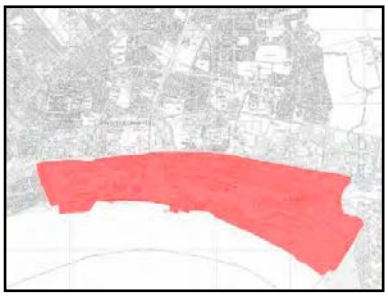
Broad HLC Character types, with character areas outlined in red



Map of the Study Area illustrating the earliest date of current HLC types

Many of the historic features identified in the report were viewed as having the potential to add value to future development, if integrated with plans from the outset. Character Area Location

DOCKS CHARACTER AREA



Land Use	Industrial
Size	365Ha
Prevailing Character:	Active dockyards and associated transport infrastructure

Description of Present Landscape

Access to the docks is mainly limited to those using the dock facilities, although some limited public access is provided by a public car park at King George Dock and pedestrian access via the Trans Pennine Trail, which runs along the top of the sea defences south of the docks. The Trans Pennine Trail is used both recreationally and as a means of access for local residents. It allows limited views into both Alexandra Dock and King George Dock, except when crossing the lock gates, and extensive views of the Humber Estuary, including the now derelict jetties and piers. It is occasionally closed when the lock gates are opened for ships. The area is otherwise near impenetrable to the general public without express permission.

Throughout the Character Area buildings, roads and other infrastructure take their alignment from the dock basins, creating a 'rippling effect' within the grain of the industrial landscape. The area is broadly divided in two by the individual dock basins of the Alexandra and King George Docks, and associated buildings and infrastructure are nucleated around these water features. This places added emphasis on the north-south divide at Holderness Drain, which flows from the mid-eighteenth century rural drainage system located in the farmland within the East Riding to the north.

The overall density of buildings in the Character Area is low. There are several large individual buildings, but these are outweighed by large areas of open space such as dock basins, loading facilities and car parks. The built character of the area is typified by large scale squat structures such office buildings and warehouses. The latter building type have extensive footprints, and are built of large scale modern materials such as aluminium panels and concrete blocks. Office buildings are generally brick-built, with regular spaced windows but a high solid-void-ratio.

Interior features of the docks include frequent high metal fences and other hard boundaries between defined areas of use. Dock pools, loading areas, and main buildings are arranged in a regular grid pattern parallel to the docks and river bank. There are several areas of disused infrastructure, including wharves and jetties on the River Humber and the remnants of the former railway which once served the docks. Of particular note is the Grade II* listed

steam crane which survives in the Alexandra Dock (Listed Building Number 873325) and the dock basins themselves. Although some elements of the historic fabric are derelict or otherwise in disrepair, these do not detract from the overall experience of the docks as one of an active industrial landscape.

Views out of the area limited to the north by large buildings. Southern views of the Humber are extensive, but public access is limited to the Trans Pennine Trail. Views of the area itself are generally only available from the footpath, as the large dock buildings obscure views from the north into the area. Large vertical infrastructure, such as cranes and ship funnels, are frequently visible from surrounding built up areas and most prominently from the Humber Estuary itself.

Historic Landscape Evolution

The area now occupied by both the Alexandra and King George Docks was reclaimed from the River Humber specifically for their construction. Before this time the area would have been part of an active intertidal area between the old Queens Docks to the west and the North Sea. Prior to the reclamation of land, it is likely that the Humber foreshore was highly active, used by local people for a variety of purposes, such as bait-digging, landing, launch and retrieval of small watergoing craft, wildfowling or positioning fish traps.

The two docks were constructed in the late 19th and early 20th centuries by the Hull & Barnsley Railway Company. The Alexandra Dock was opened in 1885, and was in continuous use until 1982, when it closed along with its associated railway link. It was reopened in 1991 without a rail connection and continues to be used to the present day. The King George Dock has been in use since its construction in 1914, and has in fact been expanded by the addition of the Queen Elizabeth Dock in 1969, allowing the operation of roll-on-roll-off passenger ferries to the continent.

Legibility

As the docks are built over an area of reclaimed land, almost all of the area's former character has been overwritten, with the exception of those attributes of its character that reflect its maritime location on the northern banks of the Humber Estuary. However, the docks themselves have been subject to many changes and pressures over their working lifetimes and the remnants of these changes provide a physical and tangible link to past working practices.

- There are several features which date to early phases of Alexandra Docks, not least the listed Victorian Steam Crane and several large areas of original stonework, including the docks themselves;
- Seaward of the docks, several derelict quays and piers dating to various phases of the docks' use remain in varying states of repair;
- The ongoing use of the Alexandra and King George Docks provides a tangible link for the modern city to its historic maritime roots;
- The dock area is also visible across the city thanks to large vertical elements such as cargo cranes and ship funnels, visually connecting the dock to the city.

Key Historic Landscape Characteristics

- A plethora of original fixtures and structures, including the docks themselves;
- Ongoing maritime trade use;
- Derelict wharves seaward of MHWM;
- Defensive and secure infrastructure surrounding the docks;
- Landmark vertical features, such as the cranes old and new;
- A clear relationship in the layout of buildings, both old and new, according to the dock basins.

Landscape Character Opportunities

After the River Humber itself, the Docks are the main force behind the historic development of this part of Hull. New developments in this area can provide opportunities to engage the local population with this historically important area, and to capitalise on local affection for it, as well as helping to preserve its key landscape characteristics. This could be achieved in one or more of the following ways;

- Maintain existing orientation and grid pattern of development within the Docks
- Continue provision of public access to Dock facilities via footpaths or viewing areas
- Consider, create and develop views into the docks from adjacent areas
- Retain legibility of key areas and significant pieces of infrastructure, in particular incorporating the dock basins into the layout of new development where possible

- Reduce the 'secure' character of the docks, creating a more accessible environment the industry of which better relates to the wider townscape of the city and the estuary

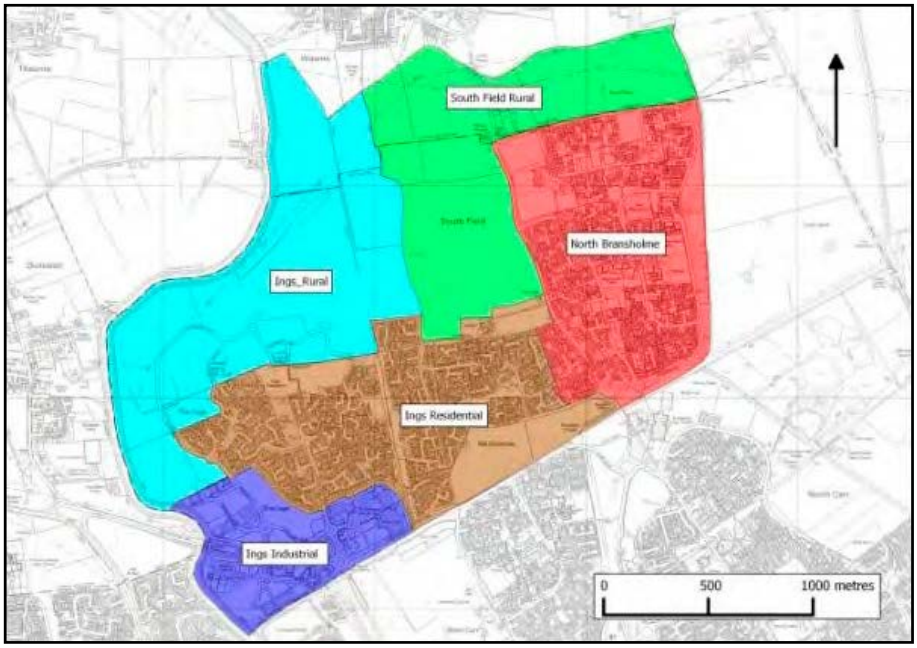
6.5 Case Study 2: A study of the Historic Landscape Character of the area covered by Kingswood Area Action Plan

This study was undertaken by Locus Consulting in conjunction with Humber Field Archaeology in 2012 in order to inform the development of the area within the city of Hull boundary targeted for housing development in the new suburb of Kingswood, Hull. As a result of the study an informed and updated Area Action Plan was devised, which was adopted in September 2016.

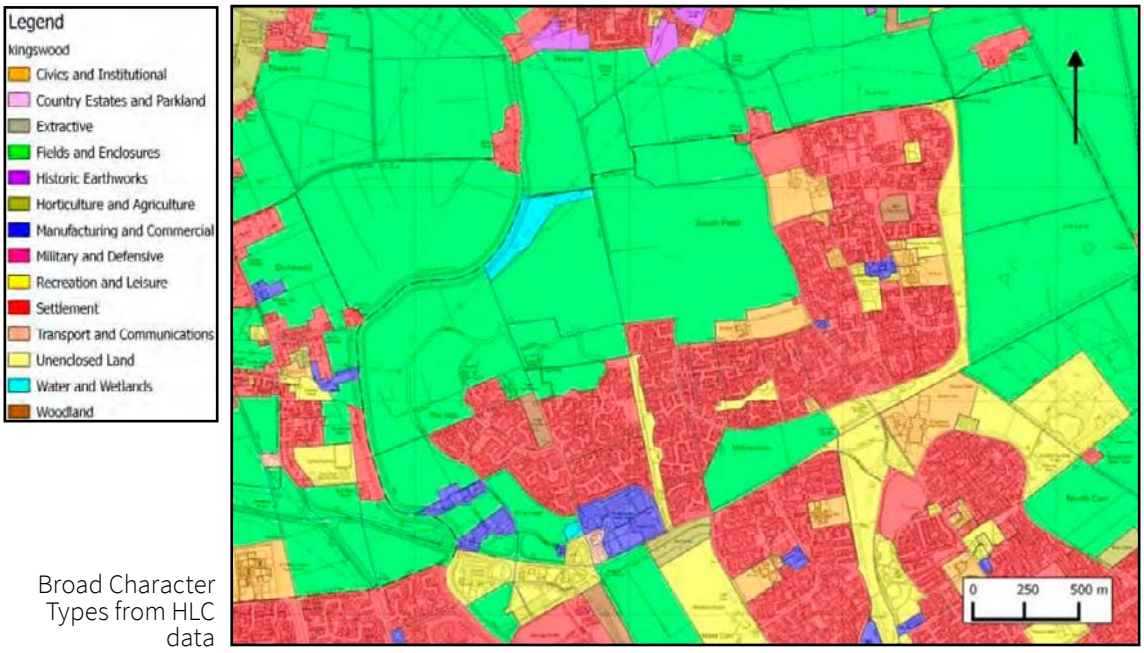
The aim of the study was to provide an understanding of the origins of the present day character of the landscape and identify potential opportunities for future development to capitalise upon the historic landscape and sense of place of the Kingswood Area. The area targeted for development was covered by the Draft Kingswood Area Action Plan (AAP). This contained proposals for the developmental change of the area over the next 15 years.

The study used data from the Hull and East Riding of Yorkshire HLC as its main source. Once the data had been requested, the area was prioritised for HLC polygonisation, in order that the data could be made available.

The evolution history of the current character of Kingswood AAP area was examined using the Hull and East Riding HLC data, Historic Environment



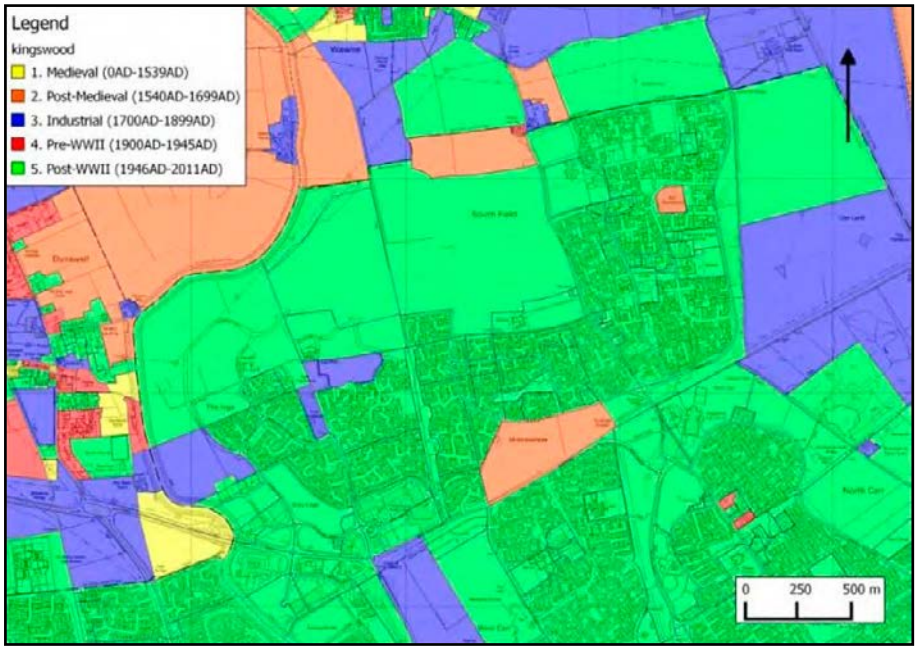
The Study area showing the location of the five Character Areas



Broad Character Types from HLC data

Record data, analysis of map-based records and aerial photography and field visits. This enabled the identification of five Character Areas comprising the Kingswood AAP area and stand- alone reports for each Character Area were produced, one of which can be seen below.

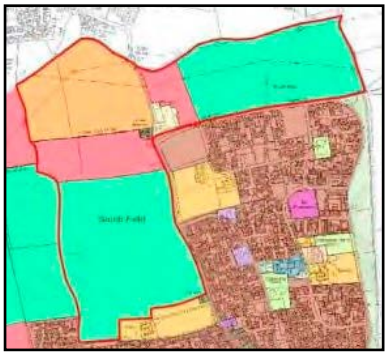
Conclusions of the report indicated that the inherited character of Kingswood presents a number of opportunities for new development to promote, conserve, protect and enhance the historic landscape. The uptake of such opportunities is generally supported, and in some instances required, by planning policies for the City of Hull, the East Riding of Yorkshire and at a national level.



The earliest date of current HLC types

Features including the River Hull, surviving medieval field patterns and views of the village of Wawne have the potential to add value to future developments if integrated with plans from the outset. An understanding of the inherited character of built-up areas within Kingswood offers the opportunity to enable new development to better engage with issues and benefit from good practice.

SOUTH FIELD RURAL CHARACTER AREA



Land Use	Agricultural
Size	99.82 ha
Prevailing Character	Modern agricultural fields with medieval remnants

Present Landscape

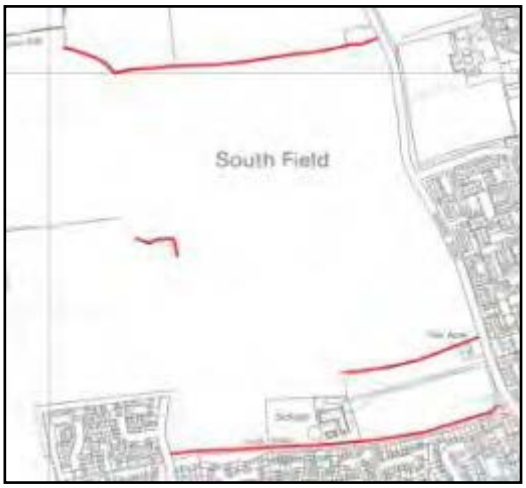
South Field Rural is characterised by large open arable fields, with few hedgerows or other boundaries. The transition between this area and the adjacent residential landscape is sudden and stark, although it is softened to some extent by the high hedgerows along Wawne Road. The largely flat agricultural landscape is occasionally punctuated by large veteran trees, which are residual features from hedgerows that have since been removed. These, along with the electricity pylons that cross the area, provide an element of vertical character in an otherwise largely horizontal landscape.

Views to the north and west are largely agricultural, with only a few built features visible in the middle to long distance, including the church tower at the village of Wawne. Views to the east and south of the area are dominated by residential buildings, including the North Bransholme estate and the ongoing construction of new houses at Kingswood.

Historic Landscape Evolution

A gently curving shaped field boundary in the north of South Field Rural Character Area

Although there is extensive archaeological evidence for Roman occupation of the area, there are no remaining landscape features from this period. The village of Wawne to the north is recorded in the Domesday survey of 1086, and it is possible that there was some form of settlement there in the centuries leading up to the Norman invasion. The road between Wawne and Hull was probably established in the medieval period if not earlier, and its path is likely to follow the



Location of Surviving Historic features in the South Field Rural Character Area

former extent of wetland areas associated with the floodplain of the River Hull. There is strong evidence within the surviving landscape, particularly in the form of trees and hedgerows, that this Character Area was part of a typical medieval open strip field, known as 'South Field'. These strip fields have an identifiable reverse 'S' shape due to turning of the plough and oxen at each end (*see* Fig 7).

During the post-medieval period open fields in the Wawne township were enclosed by a series of private agreements between landowners. This process resulted in the amalgamation of adjacent strips of the open fields. The boundaries of new fields were often planted along the course of former strips, preserving their characteristic curvilinear shape.

Since the mid 20th century, smaller fields, created in order to enable the raising of livestock, have largely disappeared in this area due to the removal of hedgerows and other boundaries. This has been driven by advances in mechanised farming techniques, which benefit from larger fields without internal obstacles. This phenomenon has resulted in the loss of many of the early enclosures from the former South Field.

Legibility

Although many traces of previous activity have been removed by 20th century farming practices, several features can still be identified in the current landscape:

- Distinctive curvilinear field boundaries associated with medieval farming regimes;
- Wawne Road
- Veteran mature trees denoting the lines of former field boundaries
- A small stand of trees denoting the former line of a brook which divided the South Field from the 'Ings' to the west
- Views of the village of Wawne, especially the church spire, connecting the township with its former agricultural hinterland

Key Historic Landscape Characteristics

- Large open 'modern' fields bordered by earlier hedged boundaries
- Occasional large veteran trees within fields which survive from former hedgerows

- Some remaining smaller fields that may be of early post-medieval date
- Broad long distance views towards the River Hull
- Strong visual, historic and social connections with the village of Wawne and the wider rural landscape of the East Riding

Landscape Character Opportunities

South Field Character Area is currently the least pressured area by encroaching development, presenting one of the better opportunities for new development to embrace existing historic landscape features. Its landscape is relatively uniform, placing added emphasis on surviving features including a handful of veteran trees and hedgerows, and infrastructure, including both Wawne Road and the modern electricity pylons crossing the area. The village of Wawne lies immediately north and provides a nucleated focus for views with the settlement nestled within its wide and flat agricultural hinterland, including the entirety of the Character Area. Opportunities are few, but fundamental:

SFR.1 Using and framing views of the village of Wawne, to encourage the development to look outwards and link to the wider landscape from which it draws its character.

SFR.2 The Wawne Road is an historic link between the River Hull and its rural hinterland, including Wawne itself, and the manner of its certain integration into the development should respect its status and continued role

SFR.3 The existing hedgerow along Wawne Road provides a mature and soft boundary when compared to the inactive rear garden fences of the Bransholme Estate, and complements the historic and function of Wawne Road

SFR.4 Mature semi-natural elements of the landscape provide an historic fabric which new development could adopt. Key features and examples might include:

- Using species native to the semi-natural landscape for creating new plot and public/private boundaries (e.g. hawthorn hedging)
- Adhering to and extrapolating the morphology of hedgerow boundaries within the layout of the estate (e.g. roads, plot boundaries)
- Retaining veteran trees as landmark features in the townscape, using as them as waymarks

6.6 How the Case Study 2 informed the new Kingswood Area Action Plan (KAAP)

The revised Kingswood Area Action Plan was adopted in September 2016.

Policy KAAP8 - high quality design

'C. The design of development should maximise the value of existing natural and local assets and, where possible, retain and integrate them into the development, to create a sense of place. In particular, proposals should seek to:

i. exploit long distance views toward the Wolds, Skidby Mill, Beverley Minster, and Wawne Church;

ii. retain and/or integrate key natural features, including the River Hull, the Engine Drain, the network of small open drains and ponds, mature hedges and woods (Ings Plantation and Wilberforce Wood), and the countryside;

iii. take account of the valued habitats by seeking to enhance the Local Wildlife Sites;

iv. respond to the city edge location; v. respond to the areas of generally fl at nature by incorporating design detail that inspires and lifts the soul as well as make effective use of the slope between Wawne Road and Engine Drain; vi. interpret local history as set out in the Kingswood Archaeological Assessment and the Kingswood Historic Landscape Character Study; and vii. respond to the award winning nearby Kingswood Academy design.

15.8 The Kingswood Archaeological Assessment and the Kingswood Historic Landscape Character Study are useful sources of inspiration to understand and interpret the local history as part of the design of development'.

'D. Hull area specific design characteristics should also be considered and re-interpreted to achieve a distinctive contemporary design through the use of animated skyline, 'enclosed' and tree-lined avenues/boulevards, Yorkshire sliding saches (sic), tumbled brickwork and shaped kneelers, dentilled brickwork under the eaves, and raised gables'.

Make the most of natural and local assets - paragraphs in support policy KAAP8

15.6 The design of development should maximise the value of the natural and local assets to create a sense of place by reflecting, and, where possible, retaining and integrating theminto the development.

15.7 Key natural features are the River Hull, the Engine Drain Greenway, the open countryside and the panoramic views from the slope on the eastern part of Kingswood; and the slope itself. Proposals will need to demonstrate how these features are reflected and integrated in the design of new development. Fig. 15.2 shows the natural assets in Kingswood that need to be taken into account.

15.8 The Kingswood Archaeological Assessment and the Kingswood Historic Landscape Character Study are useful sources of inspiration to understand and interpret the local history as part of the design of development.

15.9 It is important that any additional historical/archaeological asset is identified and safeguarded as part of new development. It is likely that any ground-works in this area (for example some of the flood alleviation measures near the River and additional planting) have the potential to encounter archaeological deposits of the prehistoric, Romano-British, Anglo- Saxon, medieval and later periods - particularly in those areas closest to the river bends, which were favourable for early settlement. Early consultation between developers and the Local Planning Authority's archaeological advisors (the Humber Sites and Monuments Record office) can help to identify the best way of dealing with potential impacts upon the historic environment in this area, and can help to avoid further problems or costly delays during the construction stages of a development.

6.7 Some further examples of HLC Applications

6.7.1 Spatial Planning

Development Control

HLC can be an effective tool to inform the decision-making response to planning applications, as its use enhances understanding of the current landscape and the historical process which led to the present character. As HLC deals with area rather than point data it provides data for the entire area of proposed development as well as the surrounding landscape providing current and historic context of surrounding area in which to evaluate site-specific historic buildings and monument data. In this way it is particularly relevant for large scale development projects.

Since the completion of the HLC data at Humber Archaeology Partnership, the mapping is now checked as a matter of course as part of planning application responses.

Strategic Spatial Planning

Strategic spatial planning concerns the devising and implementation of long term visions of how a region should develop. These should be compliant with the requirements of the National Planning Policy Framework (NPPF) of 2012 (*see* below).

HLC is of benefit in devising strategic spatial plans, in order to form part of an integrated approach to informing change within our environment. It is of relevance to sustainable development and the formation of new planning policy guidance.

Paragraph 169 of NPPF states that local planning authorities should have up to date information regarding the historic environment in their area. HLC has a role to play in NPPF compliance, as a data source in the assessing of historic character.

> 'Where appropriate, landscape character assessments should also be prepared, integrated with assessment of historic landscape character,

and for areas where there are major expansion options assessments of landscape sensitivity' (NPPF para. 170).

Considering the character of an area gives a broader view than thinking in terms of individual buildings as it considers the area as a whole (holistic approach). Strategic planning should not be just about trying to preserve a specific individual building, but working with the character of an area as a whole. People live in and have a relationship with and perception of their entire environment not just specific sites.

HLC is particularly suitable for use in strategic planning due to its ability to provide a wide range of data from the level of a single polygon and its present and past character types through to a broad overview of a large area, both by the analysis of its data and the provision of a GIS-based visual interpretation of the HLC data providing map-based data views.

HLC can provide an opportunity to identify and contextualise the current and past character of an area allowing future planning to benefit from this character.

Lincoln Townscape Assessment (2012)

Examples of how characterisation information used in HLC can be taken forward in place- shaping in an urban context can be seen in 'Plans in Place: Taking a local approach to character in Lincoln'. This report focusses on the results of the 'Lincoln Townscape Assessment' HLC. Although this report marginally predated the adoption of NPPF it is of relevance, being underpinned by a strong recognition of the importance of local distinctiveness and character in the planning process, with reference to the Draft NPPF and about to be superseded Planning Policy Statements.

Links:

Partington 2012 for English Heritage and City of Lincoln Council Plans in *Place: Taking a local approach to character in Lincoln*. Available at: https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwiujYSQqcTSAhVoJMAKHTj4AnUQFggjMAA&url=http per cent3A per cent2F per cent2Fwww.heritage connectlincoln.com per cent2FDocuments per cent2FPlans per cent2520in per cent2520Place.pdf&usg=AFQjCNFIVEaq MUIdQqbk5qnVPBNzluWT7w

South East Lincolnshire Local Plan Scoping Report (2016)

The scoping report for the South East Lincolnshire Local Plan supports the use of HLC as part of the process of achieving local sustainable development. The aim of the report is to present the research and information gathering process for the local plan to inform and involve stakeholders and partners. In this way the various sources that feed into the development process and formation of strategy are clearly visible.

In South East Lincolnshire, in line with NPPF, inherent local character is seen as an integral part of the process. The Scoping Report recommends that HLC is considered as a data source:

> 'In terms of data sources, we consider that reliance on simply GIS, Google Maps and Street View and SHLAA information is inadequate. Evidence base studies (for example) conservation area appraisals, management plans, characterisation studies, historic landscape characterisation and site specific assessments as well as information on the Historic Environment Record (HER) and professional judgement from your local conservation and archaeological staff should be used as part of this process.' (page 70)

Community-led Neighbourhood Planning

In 2011 English Heritage published 'Knowing Your Place (English Heritage 2011). This publication was concerned with Heritage and Community-Led Planning in the Countryside. It followed the introduction of the Localism Act of 2011 (*see* below), the aim of which was to devolve powers away from central government into the hands of individuals, communities and councils. This included a provision for interested parties to co-operate in the planning process in the preparation of community-led plans such as neighbourhood and parish plans.

The publication explains the numerous benefits of the inclusion of heritage in community-led plans, to obtain results that inspire and guide development, innovate and encourage conservation. HLC is a valuable tool which can inform understanding of the local historic environment indicating the combination of past and present character which constitute current landscape. HLC can contribute to the formation of community-led plans by the examination of the HLC data for your local area and the inclusion of HLC mapping alongside historic maps within your plans. Community-led plans also have the capacity to present public perceptions of local landscape and heritage alongside HLC data.

East Riding of Yorkshire Council and Hull City Council encourage the formation of community-led plans. The East Riding supports parish plans for rural communities. Over 50 of the 171 parish councils have been involved in the Community Led Planning Process to date. Hull City Council supports Neighbourhood Plans and offers guidance on their preparation. Information on two plans in progress is available via the council's website.

Links:

Hull City Council Neighbourhood Plans. Available at: http://www.hullcc.gov.uk/portal/page?_pageid=221,704481&_dad=portal&_schema=PORTAL

East Riding of Yorkshire Council Community led parish plans. Available at: http://www2.eastriding.gov.uk/living/rural-life/rural-communities/community-led-parish-plans/

English Heritage 2011 *Knowing Your Place: Heritage and Community-led Planning in the Countryside*. Available at: https://content.historicengland.org.uk/images- books/publications/knowing-your-place/knowing-your-place12.pdf/

6.7.2 Landscape Management

HLC can be used with effectiveness as part of landscape management and stewardship schemes, for example agri-environment schemes such as Environmental Stewardships, Landscape and Conservation Management Plans, English Woodland Grant Schemes and Hedgerow Removal Schemes. It also has a valuable part to play in the development of rural landscape management strategy.

Historic Environment Action Plans (HEAPS)

HEAPs are a means of gathering information on local and regional historic environments, assessing 'time-depth' information and devising action strategies on how to deal with the historic environment.

HLC is a valuable resource for obtaining 'time-depth' information in present landscape in order to inform the preparation of HEAPs. HLC is comprehensive in that all areas are equally covered, with no areas receiving special treatment. A polygon exists for every part of the project area giving total coverage, therefore there are no gaps in the data.

The HLC itself does not ascribe value to the information it provides therefore ascribing of value may be the responsibility of those participating in the HEAP process. HEAPs have been prepared by community-led projects, by stakeholders in protected landscapes and by local government. In all cases the HEAP seeks to devise which information and historic characteristics of the present environment are considered to be of value, with subsequent 'actions' devised on how to deal with heritage assets in context. This aspect is that it is comprehensive in that all areas are equally covered, with no areas receiving special treatment

Often HEAPs have been used for protected landscapes already of perceived value, such as Areas of Outstanding Natural Beauty (AONB) or National Parks.

The recent East Devon AONB HEAP took an innovative partnership approach in simultaneously undertaking a strategic HEAP for the whole AONB, with the first community- led subjective approach for several component parishes.

Links:

Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty 2011 *Historic Environment Action Plans: Creating Historic Environment Action Plans for Protected Landscapes*. Available at: http://www.historiclandscape.co.uk/pdf/Method/M1 per cent20CCWWD per cent20AONB per cent20HEAP per cent20Fe b per cent202011.pdf

Wyvern Heritage and Landscape 2015 *East Devon AONB Historic Environment Action Plans Project Report*. Available at: http://www.eastdevonaonb.org.uk/uploads/documents/conserve/Culture per cent20and per cent20Heritage/ East per cent20Devon per cent20HEAP per cent20Project per cent20Report per cent20February per cent202015.pdf

Environmental Land Management Schemes

Countryside Stewardship Schemes are targeted schemes focussed to help deliver environmental priorities such as biodiversity, wildlife and water quality. These schemes involve reimbursing farmers and landowners for enhancing habitat.

The historic environment is part of a holistic environment and as such is considered as part of these schemes. In order to ensure the long term survival of the historic environment effective land management is important for, for example in providing protection against damage via cultivation, animals, scrub growth and lack of maintenance.

HLC is of use in informing such schemes, as a constituent part of the Historic Environment Record (HER) in addition to use of specific monument records. The use of HLC is of particular pertinence in the management of fieldscapes including their boundaries, most of which are non-designated components of the historic landscape.

With the plan to leave the European Union it is anticipated that there are likely to be implications for these schemes in the near future. It is however anticipated that historic landscape may have an equally-important part to play in any such future schemes.

6.7.3 Uses of HLC for Landscape Character Assessment and Strategies

Field Systems of England Project 2011-2015 (NHPP Activity 4F2)

This project formed part of the former National Heritage Protection Plan (NHPP) and was concerned with improving understanding of the significance of field systems with the historic environment. Fieldscapes are the most extensive form of heritage within England's landscape. The aim of the project was to characterise and assess the complexity and significance of 'fieldscapes' in the English Landscape. Current threats and risks to fieldscapes were also identified. HLC datasets were used as was data from the National Mapping Programme (NMP). An assessment of the Hoo Peninsula in Kent, was undertaken as part of the project. This builds upon the Characterisation work of the Hoo peninsula Historic Landscape Project (Carpenter *et al*2013). The information gained was intended for use in local planning processes and also in conservation schemes such as stewardship agreements.

Links:

Carpenter *et al* 2013 *Hoo Peninsula, Kent: Hoo Peninsula Historic Landscape Project*, English Heritage Research Report Series 21-2013 Available at: http://services.english- heritage.org.uk/ResearchReportsPdfs/021_2013WEB.pdf

North East Lincolnshire Landscape Character Assessment, Sensitivity and Capacity Study 2015

This study by FPCR Environment and Design Ltd sought to provide further understanding of the landscape in order to provide context for policies and proposals of the forthcoming Local Plan and provide an evidence base for future decision making. It built upon the work of the North East Lincolnshire Landscape Character Assessment (NELLCA) of 2011 and was designed to be used alongside this LCA. One of the principal sources used for this 2015 study was the Lincolnshire HLC.

Data from the Lincolnshire HLC integrated into the study and was utilised to help identify landscape patterns and sensitive historic landscapes. HLC data can effectively be used to inform modern LCAs ensuring that the historic dimension of the landscape is well represented and that the historic processes which have contributed to the formation of the present landscape are recognised.

Links:

FPCR Environment and Design Ltd for North East Lincolnshire Council. 2015 *North East Lincolnshire Landscape Character Assessment, Sensitivity and Capacity Study*. Available at: https://www.nelincs.gov.uk/planning-and-development/planning-policy/the-local-plan/local- plan-background-information/north-east-lincolnshire-landscape-character-assessment-sensitivity-capacity-study-2015/

6.7.4 Uses of HLC for Partnership, Learning and Outreach Purposes

Historic Environment Record (HER) Enquiries

As HLC forms part of the Historic Buildings Sites and Monuments Record (HBSMR) integrated database and GIS platform the data is readily available for supply in conjunction with sites and monuments record information as part of the information provided for standard HER enquiries. The data can provide background information to allow specific site data to be placed in context in its historic landscape, increasing the awareness of historic landscape character and time-depth within the local landscape. Data viewed over a larger area could be used to observe patterns and trends in landscape and also to assess historical and archaeological potential.

Academic Research

Research by Turner and others has demonstrated the ability of HLC data analysis to answer specific questions concerning the landscape history of a particular region and with reference to specific topics, in this case Christian landscapes. The process of detailed research which underpins HLC data increases its effectiveness as a data resource for such research projects. In 'Making a Christian Landscape' (Turner 2006), used HLC data in investigating how the early medieval landscapes of south-west Britain were created and shaped. A further research project at Newcastle University

in conjunction with Durham University, looked at churches in the Jarrow/Monkwearmouth area in the context of their landscape (Turner, Semple and Turner 2013). These works show that HLC can inform new methods of examining landscape and is beneficial to landscape study by its integration.

Further reading

Turner, S 2006 *Making a Christian Landscape: The Countryside in early medieval Cornwall, Devon and Wessex*. University of Exeter Press

Turner, S, Semple, S and Turner, A 2013 *Monkwearmouth & Jarrow: Northumbrian monasteries in an historic landscape*. Hatfield

7. POLICY CONTEXT

This section of the report consists of a summary of policy relevant to the historic character of the Project Area. The focus of the summary is policies which apply to the broad historic character of an area, rather than those concerning individual buildings or archaeology.

7.1 International

European Landscape Convention (ELC)

Articles 5 and 6 of the European Landscape Convention, which came into force in the UK in 2007 emphasise the need to develop policies concerning landscape protection, management and planning.

The ELC's definition of landscape has been stated above (Section 1.1).

Article 5 (general measures) states that:

'Each Party undertakes:

a) to recognise landscapes in law as an essential component of people's surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity;

b) to establish and implement landscape policies aimed at landscape protection, management and planning through the adoption of the specific measures set out in Article 6;

c) to establish procedures for the participation of the general public, local and regional authorities, and other parties with an interest in the definition and implementation of the landscape policies mentioned in paragraph b above;

d) to integrate landscape into its regional and town planning policies and in its cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscape'.

Article 6 (specific measures) states that:

'A Awareness-raising

Each Party undertakes to increase awareness among the civil society, private organisations, and public authorities of the value of landscapes, their role and changes to them.

B Training and education

Each Party undertakes to promote:

a) training for specialists in landscape appraisal and operations;

b) multidisciplinary training programmes in landscape policy, protection, management and planning, for professionals in the private and public sectors and for associations concerned;

c) school and university courses which, in the relevant subject areas, address the values attaching to landscapes and the issues raised by their protection, management and planning.

C Identification and assessment

1 With the active participation of the interested parties, as stipulated in Article 5.c, and with a view to improving knowledge of its landscapes, each Party undertakes:

a i to identify its own landscapes throughout its territory;

ii to analyse their characteristics and the forces and pressures transforming them;

iii to take note of changes;

b to assess the landscapes thus identified, taking into account the particular values assigned to them by the interested parties and the population concerned.

2 These identification and assessment procedures shall be guided by the exchanges of experience and methodology, organised between the Parties at European level pursuant to Article 8.

D Landscape quality objectives

Each Party undertakes to define landscape quality objectives for the landscapes identified and assessed, after public consultation in accordance with Article 5.c.

E Implementation

To put landscape policies into effect, each Party undertakes to Introduce instruments aimed at protecting, managing and/or planning the landscape.'

7.2 National

National Planning Policy Framework (NPPF)

NNPF, which was published in March 2012, emphasises the need for an integrated approach to achieving sustainable development that balances the economic, social and environmental needs of a place.

One of the twelve core planning principles of NPPF is that planning should:

'take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it'

Section 7. Requiring Good Design

The NPPF recognises the important contribution that the existing character of a place can make to new development.

Paragraph 58

'Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation'

Paragraph 60 of the NPPF stresses that policies and decisions should:

'not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

Section 12. Conserving and enhancing the historic environment

Paragraph 126

'Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the desirability of new development making a positive contribution to made by the historic environment to the character of a place'.

Paragraph 128

'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary'.

Paragraph 129

'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of

a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.

Paragraph 131

'In determining planning applications, local planning authorities should take account of:

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

Paragraph 132

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Paragraph 134

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.

Paragraph 135

'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.

Paragraph 136

'Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred'.

Paragraph 137

'Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'.

7.3 Local

The government has required local councils to produce a Local Plan following the introduction of NPPF on March 2012 (*see* above).

7.3.1 Hull Local Plan

A new Hull Local Plan was submitted to the Planning Inspectorate in December 2016. It will be used to guide development in the city up to 2032 and once adopted, will entirely supersede the Hull Local Plan (2000) and the Hull and East Riding Joint Structure Plan (2005).

The following policy extracts are taken from the public consultation document:

Policy 14 - Design

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

a. the relationship between the development and the surrounding built form of the city in terms of:

i. character

ii. use and surrounding uses iii. layout and connectivity

iv. setting and relationship to key heritage assets v. scale

vi. massing

vii. grain and density

viii. architectural structure and enclosure ix. detailing and materials';

c. providing landscaping which retains natural features where possible;

f. the creation of inclusive public spaces which encourage community interaction through:

i. inclusive design ii. active frontages

iii. high quality public realm

iv. appropriate soft and hard landscaping

v. minimising the potential for anti-social behaviour vi. providing public art where appropriate;

g. ensuring where developments are proposed in the city centre, their design and landscaping complements the 2016/17 materials in the public realm. Where possible, this will involve the use of the same palette of materials'.

Policy 15 - Local distinctiveness

'Hull is a distinctive city: an industrial port surrounded by a large rural area, the historic influence of trading links with Europe, post war

reconstruction and development and shifting economic fortunes can all be seen. It is important that this character is not lost as the city changes and develops'.

'1. Development should promote local distinctiveness where appropriate, with particular reference to:

a. improving access to and making effective use of the Port, the city's waterfront and maritime assets along the River Hull and the Humber Estuary;

b. creating a network of landmarks in prominent or gateway locations to develop legible local references that distinguish parts of the city;

c. encouraging contemporary architecture that respects the city's heritage, creating positive and distinctive contributions to enrich the built fabric;

d. the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets;

e. waymarking arterial routes; and

f. ensuring proposals, including those on allocated sites, accord with any adopted masterplan, development brief or local development orders.

2. Development of tall buildings (above 30m in height) in and around the city centre, as shown on the Policies Map, must demonstrate that:

a. they would not harm the character and appearance of the city centre

Conservation Areas which are characterised by their low rise nature;

b. would not harm the setting of heritage assets;

c. they would not harm the distinctive, historic skyline;

d. there would be an acceptable impact on views and vistas across and within the city centre;

e. they are providing a positive contribution to the skyline through a high standard of design'.

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 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.

7.3.2 East Riding Local Plan (Adopted April 2016)

The strategy document for a new East Riding Local Plan for 2012 - 2029 was adopted April 2016. Once complete, the new Local Plan will replace previous planning policies that cover the East Riding such as the Hull and East Riding Joint Structure Plan (2005).

People and places

Paragraph 2.11

'The East Riding is a collection of different places, each with its own unique identity and character. There are coastal resorts, market towns, estate villages, port towns and suburban areas, and their character is shaped by their role and history. It is also influenced by a

number of elements including the architecture, street patterns, presence of green spaces and the form of the landscape. At an East Riding wide level the area is rich in character and quality. There are more Conservation Areas than in any other local authority in the country and there are a wide variety of habitats, from the ancient flood meadows of the Lower Derwent Valley to the chalk grasslands of the Yorkshire Wolds'.

The environment

Paragraph 2.23

'The East Riding also has an important and diverse built heritage. It has the second highest number of designated historic assets in Yorkshire and the Humber with over 2,500 Listed Buildings and 350 Scheduled Monuments. Additionally, there are over 100 Conservation Areas illustrating the East Riding's rich historic character. Unfortunately, some of the East Riding's historic assets are "at risk" '.

The Community Plan and a vision for the Local Plan

Paragraph 3.2

'The Local Plan complements, and is a spatial expression of, Our East Riding the East Riding Local Strategic Partnership's (LSP) Community Plan. The LSP brings together organisations from all sectors to work towards a goal of ensuring that the East Riding is a place where;

We value and care for the diverse character of the area.'

East Riding Local Plan Vision

'New development will have minimised the risk from climate change, particularly flooding, coastal erosion and sea level rise. High standards of design will reinforce local identities across the East Riding and the distinctiveness of the area's settlements and landscapes, whilst also ensuring efficient use of energy'.

'The Council will have worked closely with communities, stakeholders and developers to protect and enhance the diverse natural, built and historic assets of the East Riding. Town and Parish Councils will have

been supported to develop Neighbourhood Development Plans to guide the development of their areas'.

Place Statements

Paragraph 3.8

'The Place Statements complement the overarching Local Plan vision for the East Riding and clarify the role of the larger settlements in meeting the vision. They will be used to help guide the development of these settlements over the plan period through both the Allocations Document and decisions on individual planning applications'.

There follows a series of Place Statements for the settlements, each of which contains a place specific statement regarding the maintenance of local character:

Objectives for the Strategy Document

Spatial Strategy

4. 'Maintain the character of smaller settlements and rural areas, whilst ensuring new development that supports their continued vitality, responds to local housing needs, realises opportunities for appropriate rural economic diversification and retains or enhances valued community facilities.'

Key Delivery Policies: S1, S2, S3, S4, S5, H1, H2, H4, EC1, EC3,ENV1, ENV3,C2, A1-6,

A High Quality Environment

17. 'Recognise, protect and enhance the international, national and local importance of the East Riding's natural environment and biodiversity, including nature designations of all levels, Priority Habitats and Species, high quality landscapes, such as the Yorkshire Wolds, networks of green infrastructure and supporting opportunities for appropriate recreation.'

Key Delivery Policies: S1, S2, ENV1, ENV2, ENV4, ENV5, A1-6

18. 'Value the special character of the East Riding's settlements by ensuring that development reinforces their distinct identity, avoids coalescence and protects their landscape settings and natural assets.'

Key Delivery Policies: S1, S3, S4, H4, ENV1, ENV2, ENV3, A1-6

19. 'Recognise, protect and enhance the international, national and local importance of heritage assets, maximising their potential in contributing to the economic well-being of the area and to the quality of life of its communities.'

Key Delivery Policies: S1, ENV1, ENV2, ENV3, A1-6

8. GLOSSARY AND BIBLIOGRAPHY

8.1 Glossary

Agrarian: relating to the cultivation of land.

Allotment: tract of land allotted to an individual, usually a tenant.

Alluviated: subject to the deposition of alluvium.

Alluvium: a sediment deposited by flowing water, on a riverbed or flood plain.

Augustinian: relating to a monastic order observing a rule derived from the writings of St Augustine.

Carmelite: relating to a monastic order founded at Mount Carmel during the Crusades and devoted to Our Lady.

Carthusian: relating to a monastic order founded by St Bruno in 1084.

Centroid: the geometric centre of a two-dimensional region (in this context a polygon).

Cistercian: relating to a monastic order founded as a stricter branch of the Benedictines (followers of the Rule of St Benedict).

Common land: land subject to rights of common.

Common field: land cultivated in common, including arable and meadow land.

Common pasture: land used for the pasturing of animals and subject to rights of common.

Covert: a small area of woodland in which game can seek refuge.

Cretaceous: derived from the Latin' creta' (chalk). Geological period, which follows the Jurassic.

Enclosure: the process of defining the limits of a parcel of land by a fence or other physical boundary, usually removing it from common usage in the process.

Estuarine: pertaining to an estuary.

Grange: an outlying farm belonging to a monastic order or feudal lord.

Holistic: characterised by the belief that the parts of something are intimately connected and explicable by reference to the whole.

Intercommoned: the process of sharing in the use of a common.

Jurassic: geological period between the Triassic and Cretaceous.

Lowland raised mire: peatlands that receive water exclusively by precipitation. The centre of the mire can be several metres higher than the groundwater.

Mere: a lake or pond.

Mesolithic: archaeological period of the Middle Stone Age, between the Palaeolithic (Old Stone Age) and the Neolithic (New Stone Age).

Moraine: a ridge of material deposited by a glacier, chiefly boulders, gravel, sand and clay.

Neolithic: archaeological period of the New Stone Age, following the Mesolithic and characterised by the domestication of animals and the advent of agriculture.

Oolite: literally 'egg-stone'. Stone formed from small spherical grains, known as ooids. Most commonly calcium carbonates such as limestones.

Pantile: a rooftile curved to form an s-shape in profile and designed to overlap its neighbour, used from the mid 17th century onwards.

Pastoral: used for grazing.

Polygon: a two-dimensional shape bearing sides composed of straight lines.

Quaternary: geological period comprising the Pleistocene and Holocene epochs. riparian: relating to the banks of natural watercourses.

Saline: containing or impregnated with salt.

Stratigraphic: concerning the order and relative position of layers and strata.

Till: unsorted glacial sediment, content may vary from clays to mixtures of clay, sand, and cobbles.

'Tom Pudding': the name given to the towed string of tub boats on the Aire and Calder Navigation, principally for the transportation of coal. The name may derive from their resemblance to a string of black puddings.

Triassic: geological period, 1st period of the Mesozoic Era, predates the Jurassic.

Turbaries: plural of turbary, land used for peat cutting.

Vernacular: in architecture, concerned with the domestic and functional rather than the monumental or public buildings.

Warping: the process of repeated, controlled flooding of the low-lying land, using banks, dykes and sluices cut from the tidal water courses of the area to divert water onto the land. This deposits layers of alluvial silt. This increases the fertility of the land, resulting in rich pasture and higher crop yields, whilst also raising the ground level, thereby reducing the threat of flooding.

'Waste': land deemed uncultivable.

Wold: area of open land, originally wooded.

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