

A History of Hessle Common (now South-West Hull).



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Part 1.

The notion to embark on this project came to me while walking my dog in the Summergroves Road estate, Hessle High Road and Priory Sidings Business Park areas. At 7-25pm on 5th December, 2013 my little house on Sluice Road, South Ferriby was engulfed at ground-floor level by waters forced up the Humber by a tidal surge of unprecedented proportions for over a century. All other properties along the road, bar one, suffered the same fate as of course they did at Barrow Haven, Immingham Dock, Hessle Foreshore and immediately east of Hessle Haven. By Sunday 8th my insurance company had booked me into the 'Village Hotel', this being a hotel which allows (within reason) guests to bring pet dogs. Here I stayed until 23rd December at which point a (sadly) less lavish form of accommodation was agreed. I have nothing but praise for the 'Village Hotel' for providing me with this experience.

I knew the area before but, as always, walking around gets one thinking. The Summergroves Road/ Hessle High Road dual carriageway areas are very well landscaped and in fact it was Andrew Robinson, Landscape Gardener of Barrow Mere, Barton who did much of the planting back in the 1990s. For example the tarmac footpath from Summergroves Road alongside the fire station is bordered by dense woodland while further east on the other side of the Road an area of (managed) open land forms a 'green oasis' and includes two 'boardwalk' areas beside the Hessle High Road fence. Do we here catch a glimpse of the once expansive Hessle Common with the spire of All Saints, Hessle prominent in the landscape to the west and the crossing tower of Holy Trinity, more distant but prominent, to the east? In fact the answer is 'probably not' as throughout the Middle Ages and up to Enclosure the Common would almost certainly have been intensively grazed with natural regeneration woodland probably confined to the margins of areas on permanent wetland. So what else do we know of Hessle common land?

Like most other local spring-line settlements the common land of Hessle parish extended from the church and settlement to its west, to the River Hull in the east. Thus Hessle Common spanned the estuarine lowlands

west of the River Hull, these being relatively level and low-lying. Here the soil was the product of post-glacial estuarine tidal deposition, this generally considered more fertile than the 'carr lands' higher up the River Hull valley. However the problem of frequent flooding by Estuary tides resulted in the lowlands being mostly exploited for grazing as well as hay making, reed cutting, wildfowl and the like. It was the boulder clay soils of the Wold's dip slope that by late Saxon times had been divided into open fields – in the case of Hessle; North Field, West Field and South Field.

Often the Award accompanying Parliamentary Enclosure included a map showing the parish lands before Enclosure as well one of the land allocations created by Enclosure. This does not seem to have been the case for Hessle and the evidence at Hull History Centre seems confined to a bound transcription written in the 1790s of the Enclosure Award and entitled '*Copy of the Award inclosing The Open Fields, Meadows, Pastures, Commons and Waste Grounds in the Townships of Hessle, Anlaby and Tranby and turning the tithes from the lands (all ancient enclosures) In Wolfreton into Moduses(?), commonly known as the Hessle Enclosure Award*'.¹ Here the detailed map of post-Enclosure land allocation tells us a lot about the Hessle Common as it existed up to the 1790s. The east-west road linking Hessle and Hull and crossing the Common (roughly along the line of the present Hull Road, Hessle, Hessle High Road and Hessle Road, Hull) was then called Ings Road, 'ings' being a common regional term for wet-land. South-east of Hessle village and south of 'Ings Road was an area known as 'Little Ings' and nearer to the Humber bank 'Mown Groves'. 'Common West Road' seems to have been a post-Enclosure road corresponding to present-day First Lane, Hessle. 'Common East Road' seems to have been a post-Enclosure road corresponding to Anlaby Park Road South (or maybe Pickering Road). Land to the east just over the parish boundary was identified as, incongruously, 'Wold Carr' (it being neither wold land or carr land – see above).

A map compiled 1853 entitled '*Map of the Township of Hessle in the County of York, 1853, Robert Iveson surveyor*', provides further clues

¹ See Hull History Centre archives, catalogue no. 70/14/2.

about Hessle Common, as it had been.² The east-west road was by then called the 'Hull and Hessle Road' while to the north was 'Anlaby Road'. Between these roads and between the first and second post-Enclosure roads was an area known as 'The Firths', further east and up to the parish boundary the name 'Hessle Common' was still in use. Below the Hull and Hessle Road and nearer to the village was 'Mown Growths' (the part previously called Little Ings) and east to the parish boundary 'Summer Growths'. These areas which for two generations had been farmed in permanent fields retained names reflecting the pre-Enclosure common land nomenclature. Land to the east of the parish boundary retained its incongruous naming 'The Woldings' while to its south was "Dairy Coats'.

The name 'Mown Growths' presumably refers to the fact that this land near the Humber was particularly fertile soil producing rich grass which was mown for winter fodder, before being stinted for grazing. 'Summer Growths' presumably referred to the fact that traditionally this land was too wet for winter grazing. 'The Firths' may have been a corruption of 'furze', if so suggesting it was dryer, less fertile land. However, as always, there may have been other derivations.

By the 12th century the vast tract of Hessle Common land formed part of the manor on Ferriby and included the land of the berewick (semi-independent sub-manor) of Myton in its south-eastern part. It was in the east of Myton berewick that the trading station of 'Wyc de Mitune' (Hull) developed in the 12th and 13th centuries, Wyc being the name used in the Camin charter of 1160s when the lands of Myton were acquired by the Abbot of Meaux Cistercian Abbey. A complicated arrangement in the 1290s involving land purchases and exchanges allowed Edward I to acquire Myton from the abbot of Meaux Abbey and, having been granted a royal charter, Wyk became Kingstown-upon-(the River)Hull. The debate as to whether the eastern boundary of Hessle Common was then the course of the 'Ald Hull' or the course of the lower River seen today is incidental to this study.³

² See Hull History Centre archives, catalogue no. 152/1/8.

³ For in depth studies of relevant source material re the course of the lower River Hull, the early settlement at Wyk and developments related to Myton berewick readers may reference; Travis Cook, J. *Notes relative to the Manor of Myton* (Hull,

In the early Middle Ages relations between Hessle parish and the berewick of Myton were strained. For example in the early 13th century arose a well documented story of vengeance and vandalism.⁴ In 1204 the incumbent of Hessle church⁵, and appointee of Guisborough priory, Richard Ducket, having asserted that the eastern boundary of Hessle parish was the west bank of the River Hull ('Ald Hull'?), led an assault on the grange buildings in Myton belonging to Meaux Abbey. Since the 1160s the abbot of Meaux had annually collected tithes from Myton residents and compensated previous priests of a chapel of ease to Hessle church which, it seems, existed in Myton. In un-Christian fashion, Ducket and gang carried off in carts the great tithes from the Abbey's tithe-barn store. Following an appeal to the Pope by the Abbot of Meaux, Ducket was ordered to return the corn but was in future entitled to 20 shillings a year in lieu of tithes.

In the 1230s the dispute flared again when the rector of Hessle church took-out a law-suit against Meaux Abbey re tithes. Following further Papal intervention (according to Travis-Cook) the Abbot had to pay to Hessle church five shillings a year by way of compensation.

With the expanse of the lower River Hull valley being the common land of a series of parishes, and given that the landscape was not rich in landmarks, it seems likely that parish boundaries might have been ill defined and thus liable to dispute. Abbot Burton (see footnote 4) records that in the 1210s the fifth abbot of Meaux Abbey responded to the repeated theft of sheep belonging to the Abbey by the lawless residents of Swanland (led by a woman!) by giving the lord of the manor of Swanland 15 marks (a not inconsiderable sum) to erect a fence – Abbot

1890) and Frost, C. *Notices Relative to the early History of the Town and Port of Hull; compiled from original records and unpublished manuscripts* (1827). See also more modern references in Hull histories by Calvert (1978) and Gillett and MacMahon (1989), the *Victoria County History, Vol. I.* and Clarke, R. article in 2013 Newsletter of the East Riding Local History Society.

⁴ Transcribed by Travis-Cook, J. *Notes Relative to the Manor of Myton* (A. Brown, Hull 1890, 58), his evidence taken from the *Liber Melse* or Meaux Abbey Chronicles, compiled by ex-Abbot Burton in the early 15th century. The story is also recorded on the website of Hessle L.H.S.

⁵ This church was, presumably, the one referenced in 1086, soon to be replaced by the shell of the church seen today, this built in the progressive Early English style.

Burton records that 'this was done'. The location of this 'fence' is unknown but clearly the parish boundaries between the common pastures of Hessle, Anlaby, Swanland and Myton could be a source of friction.

From the acquisition by the Edward I of Myton (as well as Wyk) from the abbot of Meaux in 1293 the term 'manor' begins to be used with reference to Myton. The agreed value of the 'manor' was a third that of Wyk and in 1330 Edward III granted the 'manor' of Myton to the brothers Richard and William de la Pole. The issue as to the exact boundary between Myton and the rest of Hessle Common was further complicated by the granting of 'the manor called Tuppcottes' (which translates literally as the shelter, or pasture, for male sheep) by Edward III to William de la Pole. In 1552 Edward VI granted the royal manor of Tupcotts-with-Myton (having been acquired by Henry VIII from the Earls of Suffolk) to the mayor and burgesses of Kingston-upon-Hull. Travis-Cook estimated the extent of the manor of Myton to have been about 900 acres extending from the 'Town Docks' in the east to Walton St. in the west and from Spring Bank and Prospect St. in the north to the Humber bank in the south. In 1771 300 acres of 'Myton Carr' (again, an inaccurate term) were enclosed by Act of Parliament, the accompanying map showing land allocations either side of Anlaby Road.⁶

So, in effect, by the mid 14th century Hessle parish had lost a considerable proportion of its common land although the church of Holy Trinity Hull (then in the early stages of its reconstruction as seen today) remained a chapel of ease to Hessle church.

It is hoped to continue this story in future editions. The best viewpoint from which to visualize Hessle Common is from the east-side footpath of the Humber Bridge.

⁶ The Enclosure map of 1771 shows the local turnpike 'toll bar' near the edge of Myton Carr at a point near to the present Carnegie History Centre. This point is taken up by Paul Gibson in the opening paragraphs of his excellent booklet *The West Park, A Short History of Hull's Second Public Park* in describing how the land allocated to the Broadley family became the site of West Park in the 1880s and 1890s.

Part 2.

It is probable that by the eve of the Norman invasion the parish of Hessle existed as an identifiable unit, 'In England ... the parochial system was developed in its essentials before the Norman Conquest'.⁷ It also seems likely that the common land of the parish stretched east from the settlement across four to five miles of estuarine lowlands as far as the lower reaches of the River Hull. Two points from which the reader may gain a visual understanding of this area are from the footpath on the east side of the deck of the Humber Bridge and from the playing field east of Heads Lane, Hessle. As a geophysical unit this area is easily defined, however the exact boundaries of Hessle Common through the Middle Ages and beyond changed and are much less easily defined. Common land, this being land across which grazing rights were allocated (stinting) either by the vestry or manorial court, was a valuable parish asset. Common rights might also include the right to cut turfs for heating, reeds for thatching or to take freshwater fish. Commonality was replaced by private ownership of fields, as defined by commissioners, at the time of Enclosure, whether private or (as in the case of Hessle in 1796) Parliamentary.

Although it might be tempting to state that; Castle St., Hessle Rd., Albert Dock, Hessle High Rd., Dairycoates, Priory Sidings, Gipsyville, Pickering Park and the Anlaby Park South areas were all once part of Hessle Common in truth it was probably not so for the first three. In the 11th and 12th centuries the trading settlement of Wyke and the 'vill' of Myton evolved in the eastern part of Hessle parish and as such would not have been available to the commoners of Hessle parish. The 'Domesday Survey' of 1086 described the berewick⁸ of Myton as 'waste', whether this was because it was of little economic value or whether it had suffered damage during the 'Harrying of the North' in the 1070s is not known. A century later, c. 1160, Matilda Camin sold lands in 'Wyc of Mitune' to the Abbot of the Cistercian Abbey at Meaux (sited in

⁷ Tate, W.E. *The Parish Chest* (C.U.P., 1969, 10)

⁸ Berewick seems to have been the generic term for a sub-manor, in this case a unit within the manor of North Ferriby. As such it would have had a manor court (maybe annually), manorial rules, a lord and, maybe, a manor house.

Holderness, east of Beverley).⁹ She had inherited the lands sold, her father's acquisition probably being somehow related to the Norman Conquest. From the 12th to the 14th centuries the Abbey at Meaux was endowed with, or acquired, most of the estuarine grazing land along the north bank of the Humber Estuary, indeed there is mention in Frost's translation of 'pasture for 800 sheep', this, possibly/presumably (?) being across the lands of Myton.

The estuarine alluvial soils of Myton berewick and Hessle Common would have produced good quality grazing capable of sustaining 10-15 sheep per acre.¹⁰ Poulson records that in the 1300s 300 sheep pastured at Orwithfleet (Humber bank lands in the parish of Keyingham) were drowned.¹¹ As he also gives the acreage (46) of their pasture it allows us a rare opportunity to work-out historic grazing densities. This average of six sheep per acre, rolled-out across the estuarine lowland grasslands between Hessle and Easington, would have resulted in vast flocks.

A chapel of ease (in the parish of Hessle) dedicated to the Holy Trinity existed to serve the trading settlement of Wyke when it was still in monastic ownership, although the earliest built parts of the present church (the transepts) date from the early 14th century. The incumbent of All Saints, Hessle (usually a canon of Guisborough Abbey) was, by 1409, assisted in the running of Holy Trinity chapel by 12 chantry priests,¹² a situation which potentially gave Holy Trinity considerable independence. Furthermore in 1301 Archbishop Corbridge consecrated a churchyard at Holy Trinity, a source of income usually jealously guarded by the mother church.¹³

⁹ See the translation and study of the original manuscript relating to the sale in Frost, C. *Notices relative to the Early History of the Town and Port of Hull; compiled from original records and unpublished manuscripts* (1827)

¹⁰ The suffix 'cotes' is generally thought to have denoted good summer pastures – the name survives e.g. 'Dairycotes' (the western part of Myton manor and the eastern part of Hessle Common), Somercotes (in Marfleet parish) and Sculcoates.

¹¹ Poulson, G. *The History and Antiquities of the Seignior of Holderness*, Vol. II (Hull, 1841). Here referencing *Meaux Chronicle*, Vol. II, 298

¹² *Victoria County History*, Vol. 1, p. 287.

¹³ The story being that he was sympathetic to the dangers faced by those who previously had had to carry coffins the four plus miles along the clay-bank

Technically a chapel of ease did not have its own parish and Holy Trinity did not achieve the status of independent church (and parish) until 1661. However it seems that Holy Trinity acquired a de facto parish across land roughly coinciding with the 'manor' of Myton, the 'extramural portion of Holy Trinity was the manor, liberty or precinct of Myton'.¹⁴

In effect then by the late Middle Ages the commoners of Hessle parish had lost the right to independently stint the eastern part of their commons as had been so by late Saxon times. So, how far east did late-medieval Hessle Common extend?

During the reign of the boy king Edward VI the Dissolution of Chantries led to Holy Trinity being served by a curate and reader under the authority of a vicar at Hessle church. During the same reign the manor of Myton, having been devolved to royal authority, was granted to Hull Corporation. Thus it was the 'municipal boundary' as shown on the O.S. 6" map, First Series compiled in the 1850s (sheet 240, Hull History Centre), which had been the boundary between Hessle and Hull/Myton since the events of the 15th and 16th centuries. From the Walton Street junction on Anlaby Road the 'Municipal Boundary' passed south-south-east to Division Road (as now), crossed Hessle Road (as now and see Fig. 1) and to the Humber bank via (West Dock Avenue (as now) – this before St. Andrew's Dock and William Wright had been built.



separating Myton manor and Hessle Common from the waters of the Estuary before reaching All Saints churchyard in Hessle itself.

¹⁴ *Victoria County History*, Vol. 1, p. 4.

Fig. 1 The 'kink' in Hessle Road (Division Road – West Dock Avenue area) locating the pre-1882 boundary between the parishes of Hull and Hessle. View east, taken 200 yards west of Division Road and near St. Andrew's Retail Park.

However defining the eastern boundary of Hessle parish was more problematic still as there were a cluster of detached sections for the parishes of North Ferriby, Swanland, West Ella, Kirk Ella and Willerby immediately west of the 'Municipal Boundary'.

Clearly this O.S. Map is showing the patchwork of post-Enclosure fields filling the area that had two generations before been common land. Both this and the 'Copy of the Award inclosing ...' (see Article one) show that pre-enclosure names for areas once part of the common land endured, although precise details about Hessle Common are illusive.

Clearly the Hessle to Hull road, called Ings Road in the 1790s (see before) and the Hull Hessle and Ferriby Trust (road) on the 1850s map, had existed before Enclosure, passing east-west through the centre of the Common. This turnpike road had been administered by the 'Trust' since 1825¹⁵ and terminated at a toll-gate at the Walton Street (as now) junction. A Hessle resident walking west along this road in the 1850s from Kingston College (east Hessle) would straightway be out in the countryside. To his left, alongside the turnpike road, was Acre Heads Drain, this as far as 'Acre Heads Road or First Lane'. Having passed the headlands of four rectangular post-enclosure fields the walker arrived at the junction with 'Common West Road or Second Lane' (now Anlaby Park Road South). Immediately after this junction stood three properties and gardens followed by a small 'Brick and Tile Yard' and Charter House Farm (see Fig. 2). Just over a mile out of Hessle the walker arrived at the junction with 'Common East Road or Third Lane' (now Pickering Road). From here for a further mile the walker passed through open countryside between post-enclosure arable and pastoral fields, except for 'Hessle Priory' south of the turnpike in the 'Summer Groves' area. At the point where two railway lines crossed the turnpike (now the fly-over) the fields to the north belonged to West Ella (detached) parish, these

¹⁵ See MacMahon, K.A., *Roads and Turnpike Trusts in Eastern Yorkshire* (E.Y.L.H.S., 1964).

followed up to the turnpike gate by fields in Swanland (detached) and Kirk Ella (detached) parishes.

This hour plus journey had been through an almost exclusively rural environment. To the south across two or three fields steam trains travelled along the Hull and Selby Railway. To the north across the expansive estuarine lowland the fields of Hessle parish merged to those of Anlaby parish. With only a few farmsteads (see below) the landscape would have been dominated by post-enclosure hedgerows with, perhaps on a clear day, a distant sighting of Spring Villa and East Ella Villa standing beside the Hull and Kirk Ella Turnpike. Having passed the 'Municipal Boundary' the walker passed through open land for a further third of a mile before reaching the new development along Coltman Street, this then the western edge of Hull's urban area.

This open country was dotted with a few farms. It was usual for new farm buildings to be established close to the land allocated to the farming family at Enclosure. For example, across the Humber in Barton parish eight new 'out of town' farmstead ranges had been built within 30 years of Enclosure (completed in the same year as at Hessle), these being small or medium-sized ranges of buildings around a 'foldyard' (this being the arrangement of a so-called 'model farm'), plus a substantial farmhouse. Similar arrangements of farm buildings across the land that had previously been Hessle Common are shown on the 1850s map at Hessle Grange (see Fig. 3) and Hessle Common (see Fig. 4) farms (both east of 'Third Lane'), at Dairy Coates farm (see Fig. 5) and at an un-named farm beside the Hull road. The arrangement at Charter House Farm (see above) is not clear.



Fig. 2 The area across the dual carriageway was once the site of Charter House Farm. View north-east taken from roundabout on Hesse High Road near Sainsburys.



Fig. 3 (above) The area beyond Boothferry Road (Eastfield Road locality) was once the site of Hesse Grange Farm. View north-east from Fiveways roundabout.

Fig. 4 (above right) The area in the houses just beyond Pickering Park was once the site of Hesse Common Farm. View north-east through Pickering Park shelter (bandstand).



Fig. 5 The area in the middle distance in the Freightliner Way locality was once the site of Dairy Coates Farm. View south-south-east from Hesse Road flyover.

Doubt about the nature of 'Hesse Priory' is dispelled by a reference from All Saints parish magazine for 1903 'Dunn's Farm' (see Fig. 6) within the City (ie the City of Hull) is Hesse Priory'.¹⁶ The 'Farm' is portrayed on the 1850s map as having a double foldyard making this the most extensive farmstead across Hesse Common area as well as being conveniently located beside the turnpike road. This was, presumably, another post Enclosure farmstead.¹⁷



Fig. 6 The area in the middle distance on the south side of Hesse High Road (demolished factory site) was once the site of 'Hesse Priory'. View

¹⁶ I am indebted to Eve Johansson for bringing this to my attention.

¹⁷ Sometimes evidence survives of earlier pre-enclosure farm buildings in the traditional community. In Barton, for example, at least six pre-enclosure barns survive in the town itself.

east-south-east from point near the main entrance to Pickering Park and showing one of the almshouses.

The remaining story of Hessle Common well into the 20th century is of the expansion west of Hull's urban sprawl, this facilitated by the relative ease with which the estuarine lowlands could be urbanized. In 1882 Hull's western boundary was extended to the vicinity of 'Third Lane' (Pickering Road as now). The 1893 O.S. 25 inch map details the situation in 1888 when the map was surveyed.¹⁸

By 1888 the third of a mile between the 'Municipal Boundary' and Coltman Street (see above) had become an almost continuously built-up area. To the north of the Hull Road was a grid-plan of streets; Marmaduke Street, Constable Street, Boynton Street, Newton Street, Redbourne and Rosamond Streets (Division Road itself had not then been built). To the south; Strickland Street, Wassand Street, Eton and Harrow Streets (the last two only partly built-up), West Dock Avenue and Goulton Street separating the built-up area from the extensive goods yard of the North Eastern Railway, and with William Wright Dock south of these.

Many of these relatively new houses were two-up two-down terraced houses with a single storey rear extension beside a back yard, the front opening onto the terrace at right-angles to the street. Such houses had no rear access. Other terrace properties had small front gardens opening onto the central pathway of a shorter terrace, this leading to the main street. Immediately west of Constable Street was an area of larger houses with lengthy two-storey rear extensions and gardens opening onto a rear 'ten-foot' access. The small front gardens of these houses stood beside the tree-lined Boulevard and it is these houses which survive, most others here defined having fallen victim to post-war slum clearance.

¹⁸ OS 1:2500, 1893 (surveyed 1888-'90), Yorkshire (East Riding) Sheet CCXL.6 (map collection, Hull History Centre).



Fig. 7 How good – how long (will it last?). The Dairycoates Inn, currently (2015) closed.

Part 3.

The 1882 westward extension of the City of Hull's boundary to the area of Third Lane (Pickering Road) meant that a large area of what had historically been Hessle Common was from then on under the control of a different municipal authority. This was the area labeled as 'Hessle Common' on the post-Enclosure map and on Robert Iveson's map of 1853 while to the south of the Hull – Hessle road the 1856 First Series 6 inch O.S. map uses the terms 'Summer Groves or Growths' and 'Dairy Coates' (see above). So, on the evidence of the First Series 25 inch O.S. maps surveyed in the late 1880s, how had this area changed from mid century?

West from the point on the Hull – Hessle Road (de-turnpiked in 1873) where a spur of the Hull, Barnsley and West Riding Railway and the North Eastern Railway crossed the road (approximately two-thirds of a mile west of the pre-1882 'Municipal Boundary' and where the Hessle Road flyover now stands) the landscape, still in 1888, was that of open farmland characterized by rectangular post-Enclosure fields. The mid century pedestrian (see before) retracing his route some 40 years later would here witness few changes, with sheep and cattle grazing on the pasture fields, with 'quickthorn' hedges interspersed with mature deciduous trees and with the hustle and bustle of the labourers and horse-men at Charter House Farm and at Hessle Priory farm.

However, by the 1880s one change would be visible to the south. Between the 'High Water Mark of Ordinary Tides' and the fields was a wide area of 'Saltings' (presumably saltmarsh) and just inland the North Eastern Railway had laid approximately 25 'West Coal Sidings', rail lines across the southern parts of local fields. Some of these led to the large engine sheds that stood due south of the Hull Road rail crossings while others by-passed the sheds to become the 'East Coal Sidings', these leading to the north side of St. Andrew's Dock (completed 1883). Here then the panoramic view south across the Humber to Lincolnshire would have been interrupted by plumes of smoke from the many steam locomotives.

At the eastern end of the land that had been Hessle Common a network of railway lines was one of the factors that determined the layout of the western extension of Hull's housing stock. The original Hull and Selby Railway, opened in 1840, had threaded west from the 'Hessle cutting' along the southern fringe of the Dairycoates area bound for Manor House Station, just west of Humber Dock. In 1848, with the completion of Paragon Station and Hotel, the Hull and Selby Railway's new passenger line crossed the Dairy Coates lowlands, crossed Hessle Road, Chalk Lane (later Hawthorn Avenue), Anlaby Road and Park Street before reaching the new terminus. Completed in 1885, the Hull Barnsley and West Riding Junction Railway crossed 'Hessle Common', Hessle Road and Dairy Coates before ending in a series of shunting lines north of St. Andrew's Dock. This company's 'loop line' to Alexandra Dock in Marfleet parish was a 'high level' line, the track being built on an embankment with a bridge over Hessle Road and over the pre-existing North Eastern Railway line immediately south of the Hessle Road level crossing.

The evolution of this dense network of rail lines in the Dairycoates area resulted in the 'model' Dairy Coates farm being marooned and with no access to surrounding areas except by crossing rail lines (although doubtless the owner's bank balance had been swelled by the sale of land to the North Eastern Railway and the Hull and Barnsley Railway). Only 150 yards south-east of the farmyard stood, by the late 1880s, the huge engine sheds of the North Eastern Railway. Many archive pictures plus detailed descriptions and plans related to these developments may

be studied in; Dodsworth, E. *The Train now Standing, Vol. 1, Life and Times of the Hull and Barnsley Railway* (Hutton Press, 1990), Nicholson, M. and Yeadon, W.B. *An Illustrated History of Hull's Railways* (Irwell Press, 1993) and Yeadon, W.B. *More Illustrated History of the Railways of Hull* (Challenger Publications, 1995). For this article one picture only is borrowed, see Fig. 1.

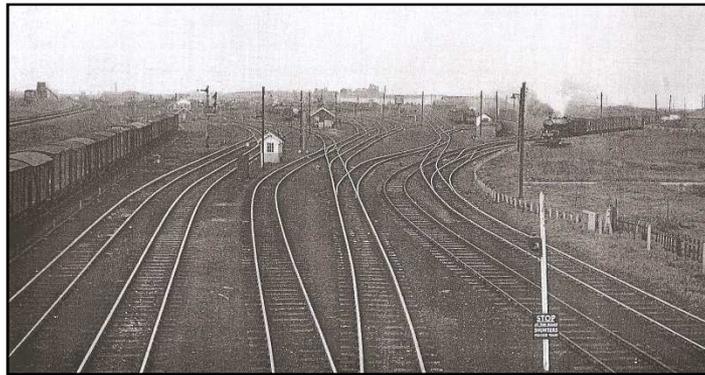


Fig. 8 Taken from Nicholson and Yeadon, *An Illustrated History of Hull's Railways*, (Irwell Press, 1993, 98), the caption reads 'Outward Yard (of Dairy Coates sidings) seen from the west ... May 1963. Photograph by Peter Rose'. Distant right is St. Andrew's Dock, distant left a railway water tower.

In 1883 St. Andrew's Dock was opened as a purpose-built dock for the Hull fishing fleet (see Gillett and MacMahon, *A History of Hull* (Hull University Press, 1989, 350). By excavating the dock along the narrow foreshore and by building a massive flood defense wall the route of the Hull and Selby railway (North Eastern Railway by 1883) did not have to be diverted. The extensive railway sidings, laid immediately north of St. Andrew's Dock complex by both the North Eastern Railway and the Hull and Barnsley Railway, resulted in the house, farm and grounds of Dairy Coates Grange being encircled by a network of rail lines – just as Dairy Coates farm had become, three quarters of a mile west. The lock entrance and eastern part of the original dock survive, albeit silted up – presumably these will be incorporated in whatever development is finally approved for the area west of the Lord Line building and south of Clive Sullivan Way (see Figs. 2 and 3, also Thompson, M. *Fish Dock, the story of St. Andrew's Dock, Hull* (Hutton Press, 1989).



Fig. 9 St. Andrew's Dock lock entrance as seen today (winter 2014). The retail units beyond were built after most of the Dock had been filled in.



Fig. 10 The Dock end of St. Andrew's lock with the derelict 'Lord Line' building beyond (winter 2014).

By 1888 the surfaced area between the tidal wall and the Dock itself was the site for two boat-building yards and the Vulcan Iron Works, these reflecting ongoing changes in fishing boat construction at the time. Located on the north dockside was 'Billingsgate' fish market (developed by the Hull and Barnsley Railway Company) and 'Hull Ice Manufactory'.

The extensive housing development that had taken place between 1856 and 1888 north of St. Andrew's Dock sidings and either side of Hessle Road was clearly, in part, a response to the housing needs of the growing fishing community. This community stood on the western fringe of Hull's built-up area, a fact which contributed to Hessle Road's identity as a community within a community. Clearly the layout of this urbanisation across the eastern part of what had been Hessle Common was determined by four factors; the post-Enclosure field pattern, the

network of railway lines, access to the main route-way of the Hessle to Hull road and Hull Corporation's building by-laws.

The new grid plan of streets on both sides of Hessle Road was clearly related to the previous post-Enclosure field layout. By 1888 most of the 20 or so fields bounded on the east by the pre-1882 Municipal Boundary and to the west and north by the rail lines of the North Eastern Railway had been bought for residential development, although some were only partly built-on and the remaining field areas may still have been grazed. Two exceptions to this pattern of development were the detached sections of the parishes of West Ella and Kirk Ella. The former, even though it stood next to the old Municipal Boundary, had no buildings on it, while the latter was divided between a cricket ground and a detached 'burial ground' serving the parish of Holy Trinity church, Hull. Like most contemporary civil cemeteries, this graveyard had been laid-out with a grid plan of surfaced pathways and ample landscape planting. It had a two-part chapel of rest built beside Division Road, one part for Church of England adherents, the other for Nonconformists.

Two oblong post-Enclosure fields, next to the West Ella detached parish field, were almost totally built over by 1888 with Gillett Street and Havelock Street following previous hedge lines (see Fig. 4). Here two housing lay-out plans dominated. Firstly terraces at right angles to the main street, seven houses deep on either side of a central surfaced lane with four end-block houses facing directly onto the street (see Fig. 4). These would have been two-up-two-down houses incorporating rooms of minimal dimensions with a single storey rear extension facing a small back-yard and with an earth closet at the end of the extension, accessed from the yard. A gate in the back yard wall gave access to a rear pathway while the front door opened onto the terrace access road, this facilitating coal deliveries and/or 'night-soil' collection. Secondly, long terraces of larger houses fronting directly onto the street (see Fig. 4), these with a two-storey rear extension, and thus able to incorporate three bedrooms, and with a small rear-yard beside the extension and a long narrow garden beyond. All such houses were almost certainly 'speculatively built' and rented out to achieve long term profit on the initial capital outlay. Rents would have varied according to the size of the houses and gardens.

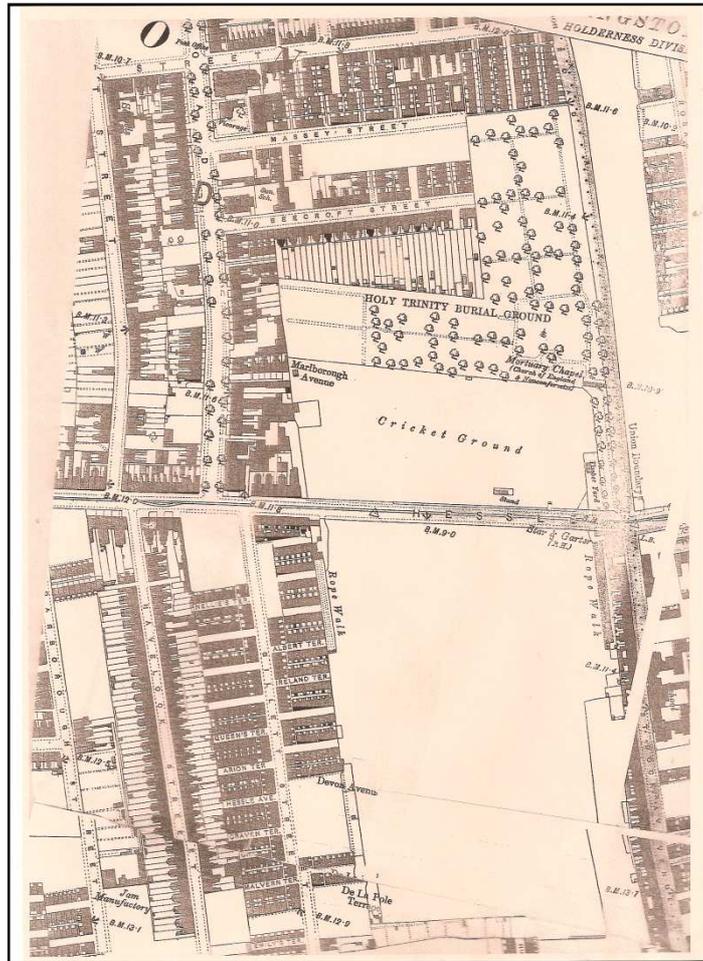


Fig. 11 Extract from O.S. 1:2500, 1893, surveyed 1888-'90, Yorkshire (East Riding) Sheet CCXL.6. At the bottom the mass of sidings immediately north of St. Andrew's Dock, at the top an area highlighted in Fig. 6.

A few hundred yards further west a large rectangular field was, by 1888, only partly developed although the grid plan of streets, Brighton, Liverpool, Manchester and Witty Streets, had been laid out (see Fig. 5).



Fig. 12 Extract as per Fig. 4. Seen bottom left part of the large engine shed of the N.E.R. (see Fig. 17) and bottom right the marooned Dairy Coates Grange model farm. Near the top the Hull – Hessle Road showing that by 1888 a tramway had been extended as far west as the level crossing.

North of 'Holy Trinity Burial Ground' blocks of shorter terraces had been built off Massey Street, each house having a small front garden and pedestrian only access (see Fig. 6). On the south side of Beecroft Street were larger houses with a two-storey rear extension, the scullery on the ground floor and a third bedroom above. A further short single-storey extension housed the privy (earth closet) and 'coal-house' while the middle room of those on the ground floor would have been the kitchen heated by the 'Yorkist' cooking 'range'. These houses had long oblong gardens, often with buildings at the far end, many of which would have been pig sties or chicken huts.

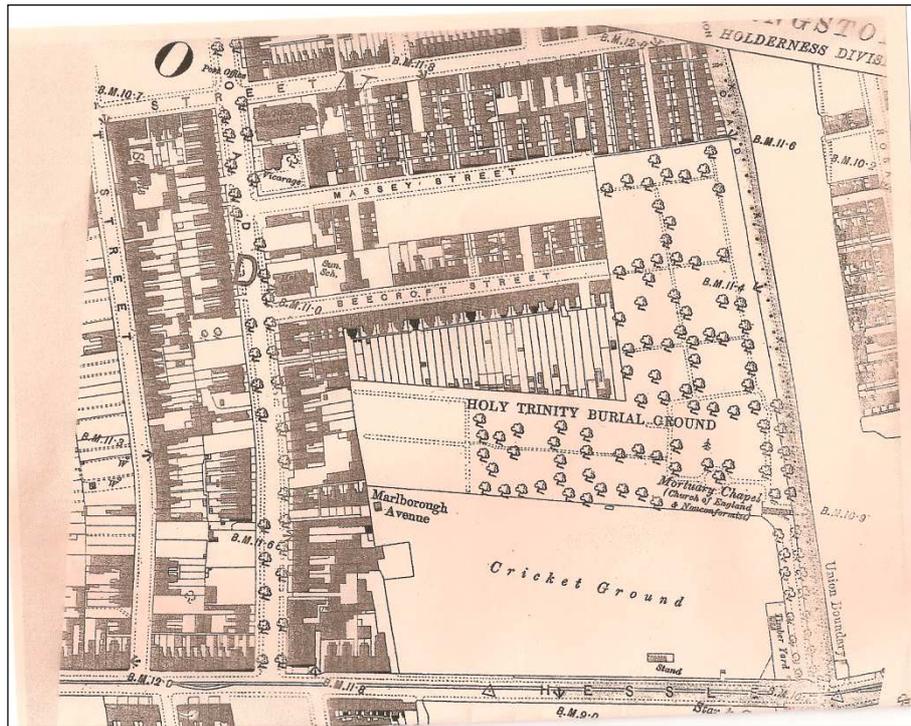


Fig. 13 Extract from O.S. 1:2500, 1993, surveyed 1888-'90, Yorkshire (East Riding) Sheet CCXL.6. At the bottom a section of the Hull – Hessle Road, to the left the southern section of the tree-lined St. George's Road.

The only public buildings shown in this evolving, densely populated, residential area were churches and chapels. On the corner of Woodcock Street and St. Georges Road was built St. John the Baptist church and neighbouring vicarage (both of which survive). Just to the south, on the corner of Beecroft Street and St. Georges Road, was a Methodist chapel while another chapel had been built to the south, on the corner of Hessle Road. By 1888 no churches or chapels had been built south of Hessle Road, although near the railway sidings off West Dock Street stood 'St. Andrew's Hall' which may have been a seaman's mission.

Immediately north of the North Eastern Railway's Hessle Road level crossing were five terraces of 'Railway Company Cottages' (one of 20 houses, two of 10 and two of nine). Here was an example of industrial housing, that being housing funded by the employer (here the N.E.R.) and rented to some of their workers. These houses had middling front gardens, a large back yard with detached outbuildings and a gate in the rear wall opening onto a lane wide enough for horse-drawn vehicle access. The 'Dairycoates' public house (see Part 2, Fig. 7), still standing on the corner of Hawthorn Avenue (originally Chalk Lane) and Hessle

Road, was originally called 'The Steam' and presumably gained some custom from the nearby railway cottages (although railway companies took a stern view of drunkenness – lose your job and you lost your house).

By 1908 the detached sections of Kirk Ella and West Ella parishes had been completely built over and a grid plan of local streets established, Subway, Rugby and Flinton Streets running north-south and St. Andrew's Street across the middle, east-west (see Fig. 7). Most of the terraces in this area were built at right-angles to the street with pedestrian access only to small front gardens and pedestrian access only to a rear gate leading into a small back yard beside a single storey rear extension (earth closet). Street front terraces were larger in area but with no front garden and pedestrian access only to the back gate leading into the back yard/garden.



Fig. 14 Photograph of the 25 inch O.S. Map York (E. Riding) sheet CCXL. 6 surveyed 1888, revised 1908, published 1910.

Clearly in the 20 years between 1888 and 1908 the demand for high-density working class housing in this part of what had been Hesse Common over-ruled other potential land-uses. The cricket ground,

previously to the north of The Hull–Hessle Road, had been built over by 1908. Here again houses had been built alongside a local grid plan of straight streets, Dee and Ribble Streets running north-south, Tyne Street east-west. Houses here were larger than most south of Hessle Road and included a two-storey rear extension which allowed for a third bedroom and, on the ground floor, a further single storey extension which allowed for a washhouse (separate from the scullery) and earth closet.

The Scarborough, Manchester, Liverpool and Brighton Streets area (see above) was also built-up by 1908. Here few terrace houses or street-on house had front gardens and generally pedestrian only access to the back yard. Non-residential buildings were rare although beside Scarborough Street was a tramcar depot and large school complex. The patch of larger houses with detached outbuildings shown on the 1888 map east of Scarborough Street were not replicated in the newer built properties. Where terraces had a cul-de-sac road they were named on the 1910 map, these usually included a 'gentrified' term such as 'Grove', 'Avenue' or 'Terrace'.

Finally the area shown in the north-west corner of the 1910 map had also been completely built over. Here a school which had existed in 1888 continued, while on the corner of Woodcock Street and Edinburgh Street a new 'Infant School' had been built.¹⁹ A new church dedicated to St. Mary and St. Peter had been built beside Hessle Road, opposite the Hawthorn Avenue junction (for a picture and description see Neave, D. *Lost Churches and Chapels of Hull* (Hutton Press, 1991, 38).

Fig. 15 Four examples of terraces built in the Dairycoates area between 1888 and 1908;

¹⁹ 'Infant School' is an interesting term. By 1910 the previous 'board' and church elementary schools had come under local authority control. Children stayed at the elementary school until the state leaving age of 12, there was no secondary education for all. However the term 'infant school' suggests that this may not always have been the case.



(a) Cul-de-sac vehicle access terrace, dormer in attic, 12 pane, vertical sash windows.



(b) Pedestrian access terrace, small front gardens, tunnel entrance to rear pedestrian access.



(c) Pedestrian access terrace, small front gardens, tunnel entrance to rear pedestrian access, tiny rear yard and earth closet, two storey connection to one-up-one-down terrace.



(d) Pedestrian access terrace with single bay windows to increase internal daylight.²⁰

²⁰ Fig. 15 obtained from the street-by-street catalogue at the Hull History Centre. Map extracts also from H.H.C.

Part 4.

By 1926 the land north of Hessle Road between the level crossing (now Brighton St. flyover) and Pickering Road had been transformed by the development of the Askew Avenue estate and Pickering Park.²¹ West of Pickering Road post-enclosure open fields prevailed except for some small-scale developments and the construction of Sculcoates Union Cottage Homes (surviving, but now used by the Health Authority) between Anlaby Park Road South and First Lane. To the south of Hessle Road (now Hessle High Road) and opposite the new estate were 'Allotment Gardens' while immediately west Priory Farm survived (almost opposite the ornate main entrance to Pickering Park), although to its south some fields had been lost to the continuing expansion of the 'Priory Sidings' complex.

As the western part of Council Avenue/Askew Avenue council house estate was still being built in 1926 (the 1928 OS map Yorkshire (East Riding) sheet CCXL.5, 25 inches to 1 mile was 'Revised' in 1926) it may be assumed that it was being built by the terms of the 1923 Housing Act or the 1924 Housing Act. Inter-war housing 'was dictated by the politics of central government'.²² Chamberlain's Housing Act (1923) re-established Conservative housing policy in the post-war era in that central government was to encourage house building for the working class by fixed-sum subsidies common to both public and private house builders, and providing such houses were built within specified size limits. The subsidy (in this case from central government to the local authority) was to be either a modest sum for each house paid annually for the next 20 years or a one-off lump sum payment. Furthermore local rates were not to be increased to subsidize local house building for the working classes – the one-off payment being, probably, about half the cost of a completed house. Wheatley's Housing Act (1924) extended the subsidies but required the local authority to increase rates to pay for any building costs shortfall.

²¹ The term Gipsyville has come to define what had previously been western Dairycoates. The 1928 O.S. map does not use the term for the estate or the area.

²² See Clarke, R. *Housing for the rural working classes of East Yorkshire in the late 19th century and the development of early rural council housing to 1939* (unpublished M. Phil. Thesis, 103, 1992).

The lay-out plan of the estate was somewhat like two opposing arrow-heads with the apex running in a north-east, south-west direction as seen today between North Road and West Grove and dissected by the dual-carriageway of Askew Avenue. In the wake of the Garden Village Movement lay-out plans sought to avoid grid-plan street arrangements (as built further east, see before) thus allowing most houses to maximise their aspect. The council houses were built as semis or terraces (rows) of four or six houses and appear to be slightly larger than the roughly contemporary houses on Hampshire, Hereford, Huntingdon and Monmouth Streets on the other side of Hessle Road, these built as long terraces along straight streets and almost certainly speculative developments for private rental. On the estate the 'Groves' and 'Avenues' were tree-lined and most houses had considerable garden plots (compared with a modern private estate).

Pickering Park, developed on land donated by Christopher Pickering, incorporated many varied and interesting features as shown on the 1928 map. The surviving lake is but a fraction of the original 'Boating Lake' which ran the full length of the eastern side of the park (parallel to West Grove) and across the northern end of the park, almost to Pickering Road. At the southern end of the Lake was a 'Boat House', 'Landing Stage' and a nearby 'Paddling Beach'. Alongside the central part of the Lake was a 'Bathing Pool' with two 'Diving Platforms' and one of the three public lavatories dotted around the site. Across the whole southern half of the Park was a network of curving, tree-lined walkways, interspersed with an aquarium, fountain, aviary, band stand, flagstaff and nursery (plants) as well as sparsely wooded grassy areas. In the south-west corner of the Park was a 'Tennis Ground', Bowling Green and Putting Green. The Tennis Ground, Bowling Green, Putting Green and Bathing Pool no longer exist although their outlines are discernible in the present grassy areas. At some point the Aviary was moved to its present location, the Aquarium no longer exists.

The almshouses either side of the main entrance and the building which originally housed the 'Museum (Fisheries and Shipping)' survive as do the two 'Lodges' at the entrances off Pickering Road and Hessle Road (see Fig. 1). Apart from the northern end of the Boating Lake the northern half of Pickering Park was 'Recreation Ground' with two

‘Pavilions’ (surviving). By the 1930s this section of Hessle High Road with its fascinating public park and its neighbouring estate of good quality houses, tree-lined ‘Groves’, ample gardens and open farmland beyond must have seemed like a paradise, especially if compared with the high density terraced housing further east along Hessle Road.

On the south side of Hessle Road and opposite Pickering Park stood, by the late 1920s, the large houses seen today, generally built in terraces of four or six properties and with St. Nicholas Gardens having no vehicle access.²³ Priory Farm remained as did a few surrounding post-Enclosure fields with the mass of rail sidings beyond.

Post-Enclosure fields remained also to the west of Pickering Road to Anlaby Park Road except for the part-built Lynton Avenue and pairs of semis to its south, the site and extent of these properties being determined by what width of field edge the farmer was prepared to sell.²⁴ At the southern end of Pickering Road a block of six houses were under construction as were a number of others west of the junction with Hessle Road. A little further along Graham Avenue was under construction, just beyond which Charter House Farm remained (although, presumably as at Priory Farm, with much reduced agricultural activity). West of Charter House Farm and before Anlaby Park Road stood ‘Easton’s Yard’ which included an area of clay diggings (large pond) serving a small ‘Brick Works’ nearby. Here the brick-yard owner was utilizing the estuarine clays of the Humber flood-plain. The local building programs probably provided a ready market, although this was not always the case, especially if specific quality bricks were required.

As previously stated, by 1926 the ‘Sculcoates Union Cottage Homes’ stood on 21 acres of land north of Hull Road, Hessle, between Anlaby Park Road and First Lane²⁵ to ‘start cottage homes for the workhouse

²³ OS map – Yorkshire (E.R.) Sheet CCXL.5, 1928, 25 inch to 1 mile, (Revised 1926).

²⁴ These houses on Anlaby Park Road, and others locally, were presumably being built with a degree of incentive funding from central government by the terms of the mid-decade Housing Acts (see above).

²⁵ It seems that they had been built in the late 1890s, their architectural style would certainly suggest this.

children' (Gillett and MacMahon, 1989, 378).²⁶ When built the land was in Hessle parish and the location chosen afforded the children the benefits of space and fresh air, circumstances not existing at the workhouse site. In 1929 the Local Government Act abolished Poor Law Boards of Guardians, this management being replaced by local authority responsibility. In the same year the local authority boundary between west Hull and Hessle was moved west to its present position, thus transferring the care of the children to Hull Corporation.²⁷

In the late 1920s there was still mostly open country west of Anlaby Park Road, this extending up to Anlaby High Road. The cluster of cottages at the south-eastern end of First Lane built around the brickyard (see before) were the centre of an area then known as 'Springville' with the lone building on the west side of First Lane (up to Low Farm, Eastgate, Hessle village) being St. James' Mission Church, a chapel of ease of All Saints, Hessle (now converted to three houses).²⁸ The other built environment in Springville was the linear speculative housing development along the south side of Hull Road, Hessle (seen today), and the houses on and around Victoria Street. Otherwise Springville in the late 1920s retained a rural feel with post-Enclosure fields between First Lane and Eastgate, Hessle and with formal 'Football' and 'Cricket' Grounds south of the Anlaby Park Road junction.

Post Second World War studies of the physical history of a local area are made easier by the fact that the O.S. has used a standard grid for successive detailed maps and Hull History Centre stores the successive maps in grid folders.

Starting on the north side of Hessle High Road and moving east to west from Pickering Park the area saw increasing housing development

²⁶ In turn the school at the workhouse east of Beverley Road, Hull was converted to a hospital, the origin of Kingston General Hospital.

²⁷ The National Assistance Act of 1948, one of the radical reforms of the post-War Labour government, finally abolished the old Poor Law although, in effect, with the welfare reforms of the Liberal government after 1906 and subsequent initiatives the Victorian Poor Law had not functioned since 1929.

²⁸ This 'mission church' has been thoroughly studied by Eve Johansson on behalf of Hessle Local History Society.

swallow-up the then surviving post-Enclosure fields in the area previously known as 'Hessle Common'.

By 1950 (O.S. Plan 54/0527 S.W., pub. 1951, surveyed 1950) the linear development west of Pickering Road itself had been completed as had the housing along Graham and St. Nicholas Avenues where the building plan was of terraces of six or eight with each house having a long linear garden. Both these housing developments backed onto the playing fields of Kingston High School with a smaller school (un-named) to its south.²⁹ By 1963 Bethune Junior and Infants School had been added to this schools complex.³⁰ Nearby the completion of the housing on Wascana Close meant that between Pickering Road and Anlaby Park Road 12 post-Enclosure fields had been replaced by urban extension.

Plan 0526 N.W. shows that by 1951 all the linear development along the north side of Hessle High Road had been completed, the pavement beyond the front gardens ran beside the open Common East Drain, this still the case in 1971. Also by 1951 most houses on the east side of Anlaby Park Road, including those along Avondale and the curiously named 'Whiting Mill Cottages', had been built.³¹ Still in 1951 the 'Brick Works' survived between the houses on the east side of Anlaby Park Road and Champion Avenue with 'claypit', 'kilns' and 'pond' shown on the 25 inch map. However by 1967 the 'Brick Works' had gone and Tilbury Road and Woolwich Drive had been built across the site. With completion of Hilary Grove and Benedict Road by 1958 and of the two tower blocks east of Anlaby Park Road this central 'Common' area had been urbanized by a mix of private and council housing.

Thus O.S. Plan 54/0426 N.W., surveyed 1950, published 1951 shows the old Union Children's Homes now defined as 'Children's Homes' in the control of the local authority (see above). St. James' Mission Church survived but the surrounding fields had been given over to the development of Seaton, Cottesmore, Belvedere and Fishermore housing

²⁹ Kingston High School was a county council grammar school built by the terms of the 1918 Education Act.

³⁰ Hull Corporation had adopted the 'Leicestershire', or three school, system.

³¹ 'Curious', because no reference has been found to a local whiting mill. Whiting mills produced various products from ground chalk rock. In the area of Hessle Common the chalk strata lay some depth below the estuarine silt deposits.

roads. The dense development of cottages at the south-eastern end of First Lane remained, including Hearfield Terrace and First Back Terrace which seem to have had no vehicle access. Nearby was a small 'Mission Hall' which by 1958 had become 'Springville Methodist Church'. To the north of Springville by 1958 Benedict Road and associated Closes had been built up to the Urban District Council boundary and by 1965 Saltash Road had been completed, all these on land previously associated with the local brick works and its clay diggings. Thus, and with the completion of Crispin Close by 1972, all the post-Enclosure fields of Hessle Common had gone.

Two changes, mostly in the 1960s, were to dramatically change again the landscape of the area under study. To the south of Hessle High Road the vast swathe of railway line sidings were removed while further east and to the north of Hessle Road (mostly) many of the houses built in the 1870s and '80s (see above) in the grid-plan streets and associated terraces were demolished.

A comparison between the maps for four O.S. grids³² shows that the vast sidings were all surviving in 1951 and that in the north-west section, just south of Anlaby Park Road junction, new sidings lines had been laid since the 1940s. By 1974 most, but not all, of these sidings had been taken up and by 1985 all had gone. In 1951 the 'Wagon Repair Works' still stood north-west of St. Andrew's Dock Extension, this also had been demolished by the 1970s.

Further east the high density terrace dominated streets survived for a generation after the Second World War. Successive editions of O.S. Plan 54/0727 N.W. show that the 60+ year old street front and terrace houses of St. George's Road, Somerset Street, Edinburgh Street, Eastbourne Street, Westbourne Street and the southern end of Hawthorn Avenue all survived through to the mid 1970s. However by 1988 almost all had been demolished and were being replaced by new houses, mostly semis. This was also the case south of Hessle Road along Liverpool and Brighton Streets.

Successive editions of Plan 0727 N.E. show that the area that had once formed the eastern end of Hessle Common and that had become the by-

³² O.S. grids 0526 N.W. and N.E., 0426 S.W., S.E. and N.E.

law housing streets of Subway, Rugby, Flinton, Gillett and West Dock Avenue to the south of Hessle Road and Division Road and Dee and Beecroft Streets to the north of Hessle Road remained until the 1970s. By 1976 the block of high density housing between Redbourne Street and Division Road (either side of Rosamund Street) had been demolished and new houses were planned. By 1988 all the housing in the Subway/Flinton Streets area had been demolished, to be replaced by 1996 with modern industrial units.

Finally further west and near to Hessle village (surely now a suburb) by 1986 Priory Way had been created with the early industrial and retail outlets and by 1997 Saxon Way also. By 1997 the eastern end of Summergroves Way had been laid-out and in the following few years new housing was built east to west, thus bringing this study back to its starting point.



Fig. 16 (see also Fig. 6) Inter-war, rustic almshouses flanking the majestic entrance gates to Pickering Park. On the other side of the ‘Hull-Hessle Road’ stood the ‘model’, post-enclosure Priory Farm, the buildings of which survived to the early 1950s – now remembered in the name of an on-site cul-de-sac. Although the name Priory seems spurious the term was adopted for the railway sidings of the ‘Dairycotes’/’Sommer Groves’ areas of the old Hessle Common.



Fig. 17 The old North Eastern Railway engine ‘shed’ survives as part of the premises of a large haulage firm (2015) south of Freightliner Way and north of the Clive Sullivan Way – but no longer standing proud in the landscape of ‘Dairycotes’.

Conclusion.

The factors which drove changes in the landscape across the area of Hessle Common were; the physical geography of the estuarine silt soils of the lower River Hull valley, the evolution and history of the manor of Myton, Parliamentary Enclosure, the westward spread of Hull’s urban area and railway and dock developments.

Historically the most enduring of these five factors was the first. For centuries the wetland of Hessle Common stretched almost to the horizon east of the early medieval village. Overseen by the manorial court the commoners of Hessle parish exercised their grazing, turf cutting, reed cutting and wildfowling rights across the Common. Over time the natural ecology of the estuarine silt-lands was changed so that certain parts served specific agricultural purposes, the only clues to this trend coming from the names for certain parts of the Common which endured after Parliamentary Enclosure.

Across the eastern third of the original Common the evolution of the manor of Myton from the earlier berewick was to lead to disputes and by the mid 1300s the loss, presumably, of this land to Hessle commoners. The landscape and land-use of Myton, when granted to the De La Pole

family and later when acquired by Hull Corporation in the 1550s, would have been much like that of Hessle Common immediately west. However there would have been a manor house, clay diggings for brick making and market gardens to meet the demand of Hull's residents and to take advantage of the fertile soil.

For developments within the manor of Myton and for the exploitation of Hessle Common a clay bank flood defense would have had to have been built and maintained, another responsibility overseen by the respective manorial courts. This collective responsibility would have extended to repair of the banks after flooding episodes. Until Holy Trinity, Hull was granted burial rights in the early 14th century coffins had been carried to All Saints graveyard along the clay bank thus avoiding the wild marsh of the Common. As late as 1815 the famous Wesleyan minister (later Primitive Methodist) William Clowes lost his way walking across the Common, despite the existence of 'Ings Road' (see above).³³

The most dramatic change in the landscape of Hessle Common before the spread of suburban housing followed on the heels of Parliamentary Enclosure. By the second quarter of the 19th century the landscape was one of rectangular fields bordered by linear 'quickthorn' hedges interspersed with deciduous trees. Sturdy farmhouses and ranges of farm buildings were now dotted across the previous Common, the land now in private ownership and mixed farming the norm.

The post-enclosure fields south of the Hull-Hessle Road (turnpiked 1825-1873) formed a swathe of farmland across the Dairycoates and Summer Groves areas and north of the Hull-Selby railway (after 1840), this paralleled by a flood defense clay bank. The building of Albert Dock between 1863 and 1869 and of St. Andrews Dock, opened in 1883, led to the purchase of much of this farmland by the North Eastern Railway and the Hull, Barnsley and West Riding Junction Railway (after 1885) for the construction of railway sidings on which goods trucks were shunted. As late as the immediate post-War decade travelers along Hessle High Road saw to the south a vast complex of sidings two miles in length and a third of a mile wide.

³³ Information gained from the historic parish record stored in All Saints church.

Finally, and most dramatically, the westward spread of Hull's urban area³⁴, and to a lesser extent the eastern spread of Hessle's built-up area, has transformed the land of Hessle Common to the environment we see today (2015).

The purpose of this study has been to outline the landscape history of a part of the Humberside region, to set a context into which more detailed and focused studies might fit.

³⁴ For visual evidence of this process see; Bryant's map of Hull, 1784, Craggs map, 1817 and Goodwill and Lawson's map of Hull, 1869.