



Hull
City Council

**St Andrew's Dock Conservation Area
Character Appraisal
Adopted April 2026**

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Introduction

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

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

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

St Andrew's Dock Conservation Area was designated on the 18th December 1990. A three-page character statement was adopted on the 23rd October 1996, which is included for reference as Appendix Four. The Conservation Area has featured on Historic England's (then English Heritage) Heritage at Risk Register since at least 2009. The condition of the Conservation is identified as

being **very bad**. Since time of designation the Conservation Area has been subject to significance change through loss of its much of its built heritage with only four buildings, the dock and lock surviving in 2025. The surviving structures have been long-term derelict and are in a poor condition.

Due to significant pressures associated with the long-term vacancy and condition of the buildings within the Conservation Area, and associated public safety concerns a re-appraisal of its heritage significance was completed in in July 2024. Planning Committee approval to undertake public consultation was received on the 18th November 2025.

Subsequently public consultation was completed between the 8th December 2025 and 31st January 2026. Over 1100 visitors access the online Yoursay website, 40 members of the pubic were engaged in person and approximately 130 items of feedback were received, including a consultation response from Historic England. The following key themes of feedback were received, and have resulted in amendments to the published character appraisal:

1. The importance of the social and communal values of the former dock.
2. The importance of the former dock as a place of memorial.
3. The contribution made by the current derelict and green character of the conservation area.
4. The relevance of the 1996 character appraisal.

Appendix Six provides a summary of public consultation completed and feedback received. An amended Character Appraisal was adopted by Planning Committee on the 21st April 2026.

Planning Policy Context

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

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

Sectional 16 of the National Planning Policy Framework (NPPF) provides national policy on the adoption and management of conservation areas. Paragraph 191 of the NPPF advises that when considering the designation of conservation areas, local planning

authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued though the designation of areas that lack special interest.

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

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

Full details of Policies relevant to the management of the conservation area are outlined within appendices 1 & 2.

1. Summary of Special Architectural and Historic Interest

St Andrew's Dock operated as Hull's fish dock from 1883 to 1975. It was the home of Hull's fishing fleet and renowned fishing industry and shared a strong link with the fishing community of Hessle Road. Since time of designation the special interest of the Conservation Area has been eroded by loss of significant elements of its built heritage and is overall in a poor condition. The retained elements of significance of the Conservation Area can be defined as:

- The historic association of St Andrew's Dock with Hull's Fishing Industry.
- Evidential values associated with the retained layout of the east section of the dock and lock as one of Hull's 19th century Docks.
- Evidential values associated with the functional uses of the surviving buildings and their historic association with the Companies who traded in the dock.
- The Communal value of the dock and it's buildings with Hull's Fishing Industry and Communities.
- The Communal value of St Andrew's Dock as a place of memorial for the Trawlers and Crews lost at Sea.
- The inherited characteristics of being a derelict industrial landscape with green and natural elements.

2. Conservation Area Map

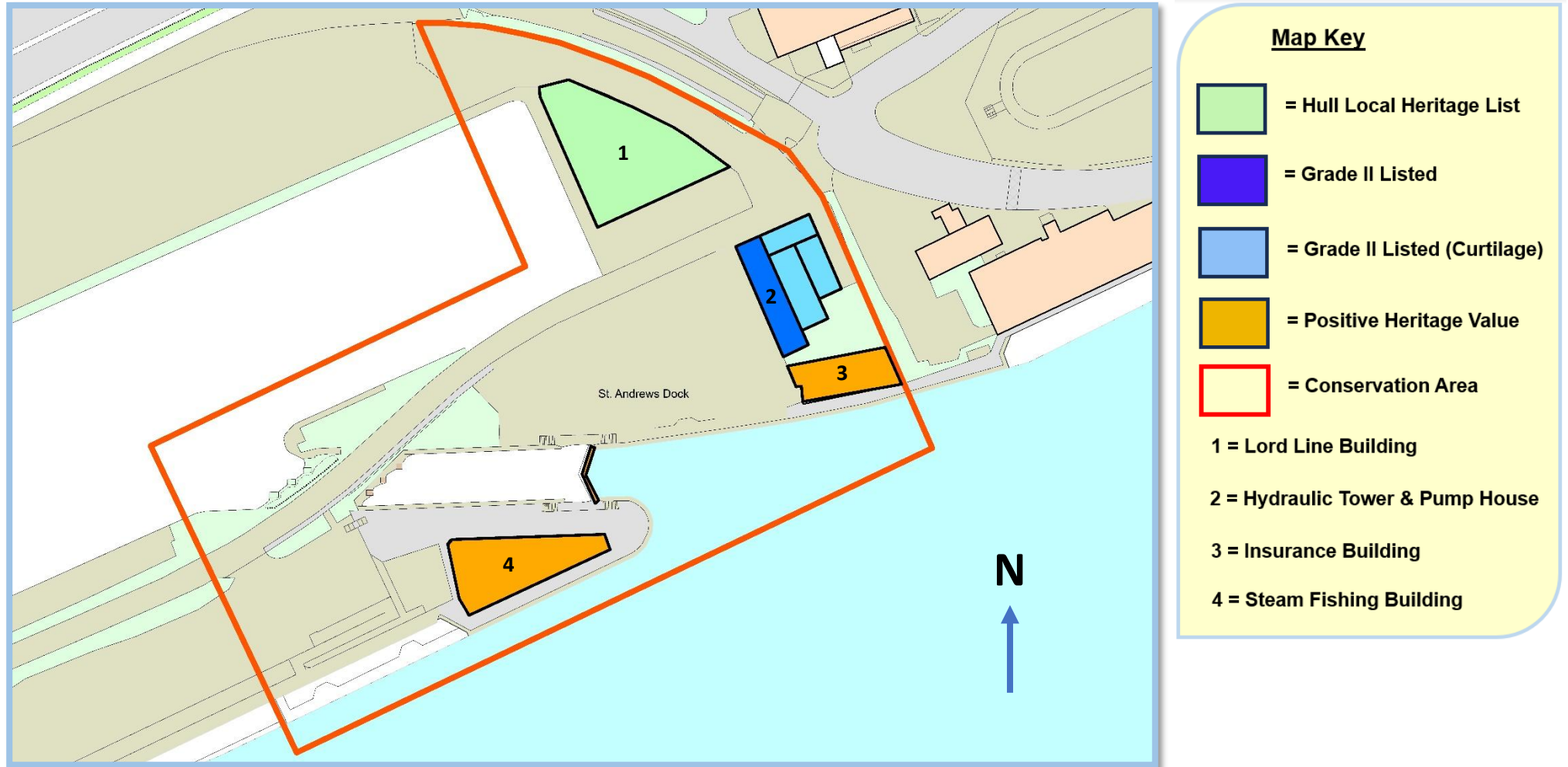


Figure 1 - Conservation Area Boundary Map

3. Character and Location

St Andrew's Dock Conservation Area is an industrial dockland landscape, set in a maritime environment. The Dock is located approximately 3 miles from Hull's City Centre and historically formed a part of Hull's extensive riverside docks. St Andrew's Dock is Hull's western most dock and is located to the north of the River Humber, and immediately to the south of the A63. The site contains two public rights of way, which are illustrated in Appendix Seven.

The Conservation Area covers an area of 9.19 ha (22.71 acres) of the 1883 dated St Andrew's Dock. The extent of designation includes a small area of the remaining section of the partially in-filled dock, a section of dock wall, the lock which connects the Dock to the River Humber, a section of riverside wall and four remaining buildings. Since time of designation approximately 80% (by number) of its buildings have been demolished meaning that much of the Conservation Area is vacant land.

At time of designation a small number of its buildings were occupied, but by the late 1990s all its buildings were vacant. No use for the Conservation Area has been implemented since its time of designation. Of the remaining buildings within the Conservation Area, they are in varying stages of dereliction, with buildings suffering from fire damage, missing roofs and broken windows. The lock gates and foot bridge are also in semi-derelict condition. These characteristics give the impression of abandonment to the Conservation Area and contribute to the condition of the heritage asset being described as **very bad**.

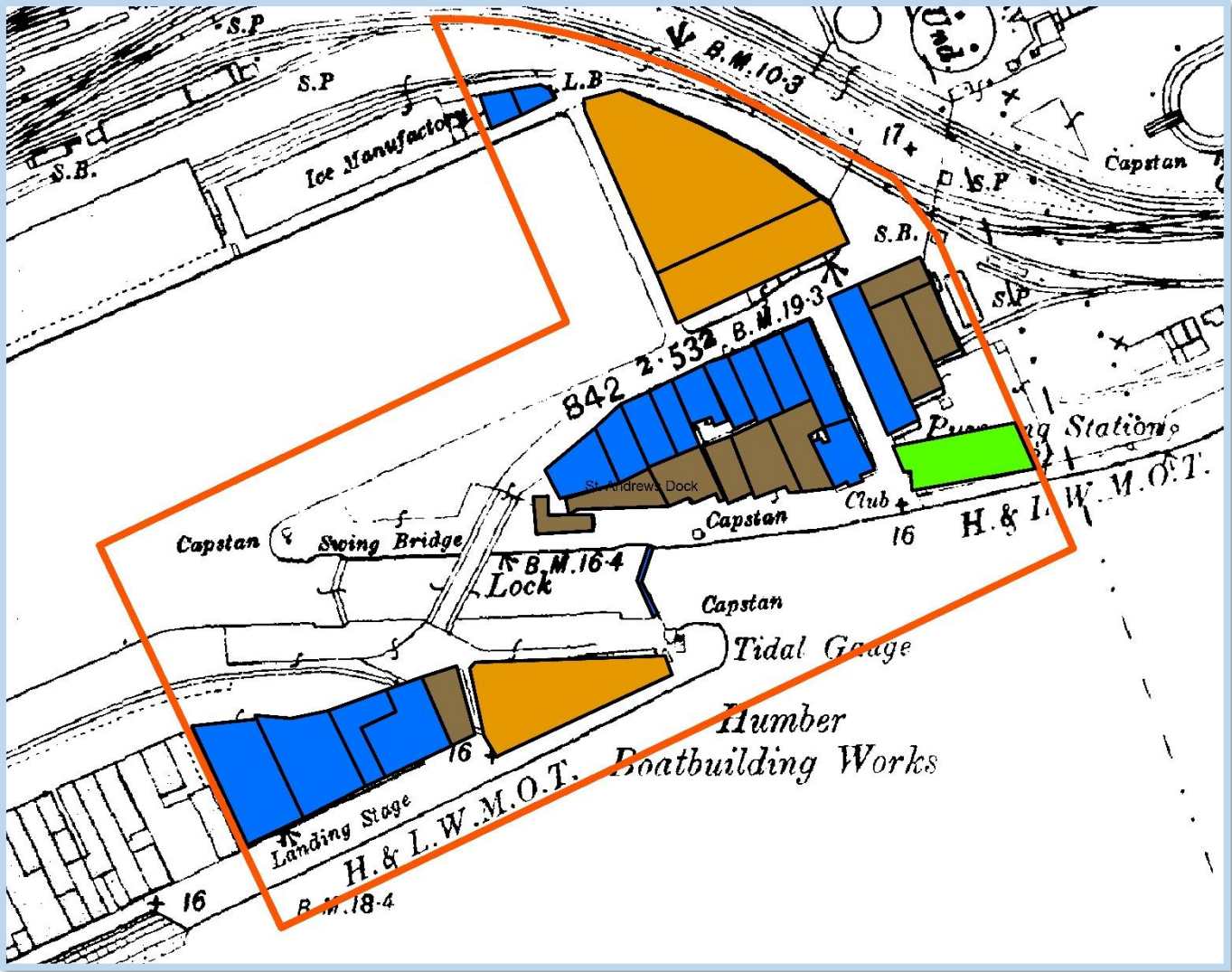


Figure 2- Typical Character of St Andrew's Dock viewed from the Lock.



Figure 3 - View towards the Fisheries Building, showing the in-filled dock.

4. History and Development



Map Key

- = 1883-1888
- = 1888-1908
- = 1930s
- = 1945-1955
- = Conservation Area

Figure 4 - Conservation Area Phasing Map – Based of 1910 Ordnance Survey

4.1 – Introduction - At the peak of Hull's industrial expansion during the early 20th century St Andrews' Dock was one of twelve Docks and Jetties – Queen's Dock 1775, Humber Dock 1809, Junction (Princes Dock) – 1829, Railway Dock – 1846, Victoria Dock – 1850, Albert Dock – 1869, William Wright Dock 1873, St Andrew's Dock – 1883, Alexandra Dock – 1885, Riverside Quay – 1907, King George Dock – 1914 and Salt End Oil Jetties – 1914. Between the opening of St Andrew's Dock in 1883 to its closure in 1975 the dock was the home of Hull's extensive fishing fleet and was one of the largest fishing industries in the United Kingdom. Other key industries associated with Hull's Docks include the shipment of coal and timber, and whaling. From the late 1960s through to the early 1980s Hull saw a rapid period of industrial decline and closure of several of its docks. In 2024 only Albert, Alexandra, King George and William Wright Docks remain in operation.

4.2 Development of St Andrew's Dock

Pre-Dock Development – Prior to 1880 the site of St Andrew's Dock was a rural suburb, consisting of scattered farmsteads along the banks of the River Humber, call 'Dairycotes'. The construction of the St Andrew' Dock and housing and industrial suburbs to its north swept away this rural landscape and replaced it with a 19th century industrial and suburban landscape. The only surviving association with this period is with retention of the name 'Dairycotes' being given to the area to the north of the dock.

n.b. Defer to Appendix Three for a Map Regression and figure 4 for phasing diagram.

Development of the Dock – From the mid-19th to accommodate the rapidly growing industrial expansion of Hull the town's docks expanded east and west along the banks of the River Humber. The Docks were constructed and operated by the Hull Dock Company and Railway Companies of the period. In 1840 the Hull & Selby Railway branch line was introduced, which ran along the banks of the River Humber and connected to Humber Dock. Several competing Railway Companies opened their open branch lines in Hull, which increased the City's connectivity across the Country, bringing goods to and from the Docks. In 1883 Hull Dock Co. built a new dock on reclaimed land to serve the coal trade. Not being used for this purpose it became home to Hull's Fishing Fleet and was named after the patron said of fishing – St Andrew. The Dock officially opened on the 24th September 1883. The Dock was linked to the River Humber by a single lock to its south-east junction, which was operated by hydraulic power.

Early Years – To accommodate the fishing industry fish markets (called Billingsgate) were built along the north of the Dock, which were serviced by railway lines. Within the dock fish could be landed, sold, processed and distributed via special trains within a tide. Around the Dock other industries, including factories for Fish Meal (1890) and Ice Production (1891) were constructed, along with a large number of commercial and light industrial buildings.

The 1892 Ordnance survey identifies that with the boundary of St Andrew Dock Conservation Area buildings to the south-west of the lock had been developed (including the Humber Boat Building Works), the north side with a row of eight buildings to the east of

the lock (see later description of 'triangle plot'). The Albert Club stood in isolation to the south of these buildings and Pumping Station No.2 to its east. To the east of the Dock was a grouping of small warehouses and other buildings. To the east end of the north section of the Dock stood a warehouse and to the east of this a group of smaller buildings – 'Bank Buildings'. To the north of the Dock was a massing of railway lines, junctions and goods stations, with either connected to Hull Docks or fed branch lines into Paragon Station. During this early period many of the long-serving fish companies, such as Pickering & Haldane's Steam Trawling Co, were formed, who went on to operate large fishing fleets.

Extension – In 1890 St Andrew's Dock was purchased by the North Eastern Railway (the Company formed in 1854, later merged with several smaller railway operators, including the Hull & Selby Railway Line in 1875). In 1895 an extension was constructed to the west of the original dock, which opened in 1897. Along the north of the Dock the markets were extended. Along the south of the dock were developed light industrial and commercial buildings. In 1923 the Dock ownership transfer to the London North Eastern Railway. By the 1908 Ordnance survey the south side of the Triangle Plot of buildings had been constructed, including River Chambers, along with further buildings around the Pumping Station. In 1929 No.2 Market was destroyed by fire and re-built in the 1920s. In 1932 (as per its building date) the Insurance Building was opened to the southeast of the Dock, fronting onto the River Humber.

WW2 – During the War the Dock did not escape bomb damage. The original Lord Line Offices and grouping of buildings to the east

of the dock were destroyed. Land mine damage was caused to the market area and a fire broke out on the Cod Farm Estate.

Post-War Re-development – Following the War the Lord Line Company offices were re-built and opened in 1949 and new offices were constructed for the St Andrew's Steam Fishing Co. Ltd. Office between 1948 and 1951. Other than changes to the method of fishing and processing the St Andrew's Dock retained its historic character and built environment until its closure in 1975.



Figure 5 - St Andrew's Dock and housing to north in 1948 (Copyright Historic Environment Scotland).

4.3 Fishing in Hull¹

Historic Development – There has been a history of commercial fishing in Hull since at least the 12th century. In 1160 the ‘Camin’ Charter was awarded to the Monks at Meux, allowing fishing rights in the River Humber. Fish Shambles were founded in the Fish Street in 1517. The trade consisted of independent or small groups of traders bringing their catch in from the River Humber or North Sea to trade in the Hull Fish Markets.

The Fishing Industry – 1840 saw the start of the industrialisation of the fishing industry; the ‘Silver Pits’ fishing ground was discovered, which coincided with the opening of the Hull & Selby Railway Line in Hull, with a terminus at Humber Docks. Fish could be land via smacks, unloaded at the dock and fresh fish transported onto the towns and cities across the country via train. By the mid-19th century, the fishing fleet consist of between 50 and 60 smacks.

‘Boxing Fleets’ – In the 1860s the ‘Box Fleeting’ system was developed where the fishing smacks stayed at sea and catches were transferred by ship daily to the Dock, for onwards shipment. This allowed the fleet to move to further distance fishing fields. From the 1860s several Companies were founded to operate fleets of vessels, including the Hull Steam Fishing & Ice Co. In 1869 the fishing fleet moved to Albert Dock. By the discovery of the North

Sea Fishing Grounds in the 1880s the Hull fleet totalled over 400 smacks.

Registered Fishing Smacks ²	
1854	30
1863	270
1880	420
1887	448
1903	Nil

St Andrew’s Dock – The Peak Years – In 1883 the ever-expanding fishing fleet moved to its new home in St Andrew’s Dock. In 1885 the first Steam Trawler was introduced and became the predominant fishing vessel. The dual control operation of the Dock by the Hull Dock Company and the North Eastern Railway Co (into which the Hull and Barnsley Railway Line was merged in 1854) meant that a streamlined operation emerged where fresh fish could be landed and put on special fish trains within a period of twelve hours. The fleet continued to grow through the late 19th century and was accommodated within an enlarged dock, opening in 1897. Motor transport was introduced from 1917, but a monopoly maintained the importance of the railway infrastructure to the dock. In the 1920s there was a move from the North Sea Fishing Grounds to distant deep sea Fishing Grounds. During this period the Box Fleets were phased out and replaced by ‘single trawlers’. The backdrop of the 1930s depression resulted in the box fleet being laid up in 1936.

World Wars – During the First and Second World Wars the Fishing Fleet was requisitioned by the Admiralty and put into service for Mine Sweeping, Escort and other naval duties.

Post-War to Closure – Following the election of the Labour Government in 1945 much of Britain's Industry was nationalised. The Hull Dock Company and London North Eastern Railway (into which the N.E.R. was merged in 1923) became a part of the British Transport Commission, and then the British Transport Docks Board in 1962. The private fishing companies retained some autonomy, but often were subject to government instruction for merger, and under the direction of the White Fish Authority, which was established in 1951. For instance, in 1963 Associated Fisheries re-organised the Lord Line Fleet, moving ten trawlers to Grimsby. The 1950s saw the decline of the Fishing Industry in Hull, with some companies seeing financial losses. From 1952 through to the 1970s the Icelandic Government imposed restrictions upon the Fishing Grounds traditionally visited by the Hull Fleet (known as the 'Cod Wars'), furthering impacting upon the viability of the fishing industry. During the 1960s the policies of the Government, based upon the Beeching Report, saw motor transport being the favoured method of transport and the closure of 'unprofitable' railway lines. As a result, the Hull Fish trains were phased out and ceased to operate in 1965.

The 1960s saw an increase in the use of freezer trawlers where the fishing catch was sorted at sea and unloaded straight into lorries. The traditional operations of St Andrew's Dock during the period were falling into obsolescence. The 1960s and 1970s saw a difficult

economic backdrop for the fishing industry with increasing fuel prices, increasing prices of fish and national industrial decline, The early 1970s saw a brief revival of the fish industry, but only the Boyd Line (into which the Lord Line Company was merged) and Marr Fishing companies Survived. By the 1970s expensive repairs were required for the Fish Markets around the Dock. The cumulative impact of all these factors resulted in 1972 that discussions were made about moving the Fishing Fleet into Albert Dock. A decision was made to move the fleet and the last trawler, Arctic Raider, left St Andrew's Dock on the 3rd November 1975.

4.4 Historic Function Summary

St Andrew's Dock was built as a coal dock but not having function for this purpose became the home of the Hull Fishing Fleet and Fishing Industry in 1885. Over its life the Dock became one of England's principal fish docks and distributed fish from the North Sea Fishing Fields across the UK. Smacks and later trawlers fished the North Sea Fishing Fields, and later in time deep sea fishing areas, and bought fresh fish back into Hull. This was unloaded and sold, filleted and packed for distribution to UK's cities via special trains and motor lorry, or sent off to the nearby Smoke Houses, for preparation as kippers. Often a load of fish would be turned around within less 12 hours and be in London by the end of the day.

4.5 Hull Fishing Industry

The fishing fleet and St Andrew's Dock were not run in isolation but formed part of a wider maritime industry which spread across the city. Hull's Docks were operated by Hull Dock Company or private operators, such as the Railway Companies, as in the case as St Andrew's Dock, with offices across the city. The fishing fleets were operated by private Companies, such as Lord Line, who built private offices around the Docks and across the city. Alongside these operators a whole range of commercial businesses and light industries emerged, including:

- Vendors
- Ice Production
- Cod Oil Production
- Insurance Companies
- Fish Meal Production
- Haulage Companies
- Smoke Houses
- Net Manufacturers
- Chandleries
- Sail and Rope Makers
- Ship Building and Repairing Companies
- Engineers
- Banks

Many of these businesses were accommodated in buildings in or around the Dock, or in the industrial areas and residential areas located between Hessele Road and West Dock Street. The dock and its wider areas also accommodated cafes and public houses which were frequently visited by the dock works and trawler crews.

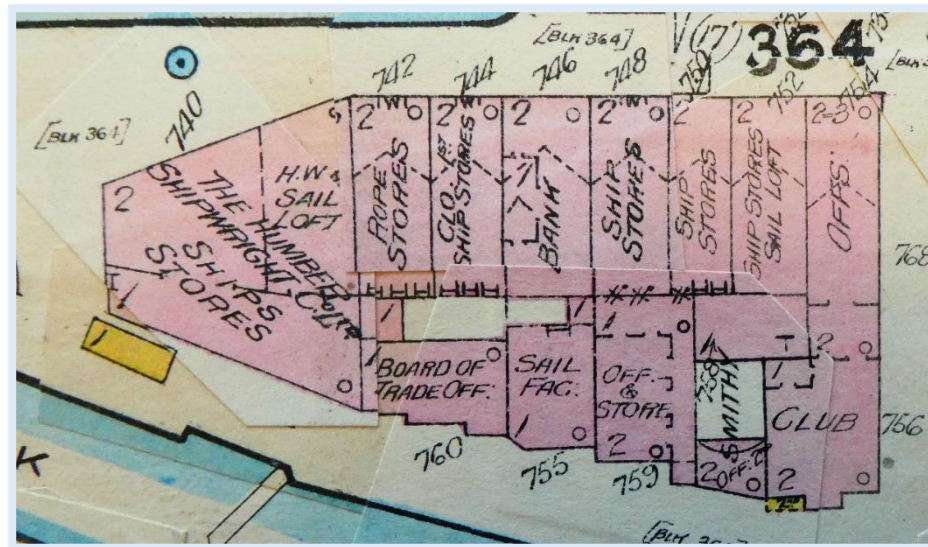


Figure 6 - Goad's Insurance Map Showing Use of the Triangle Plot (Hull History Centre).

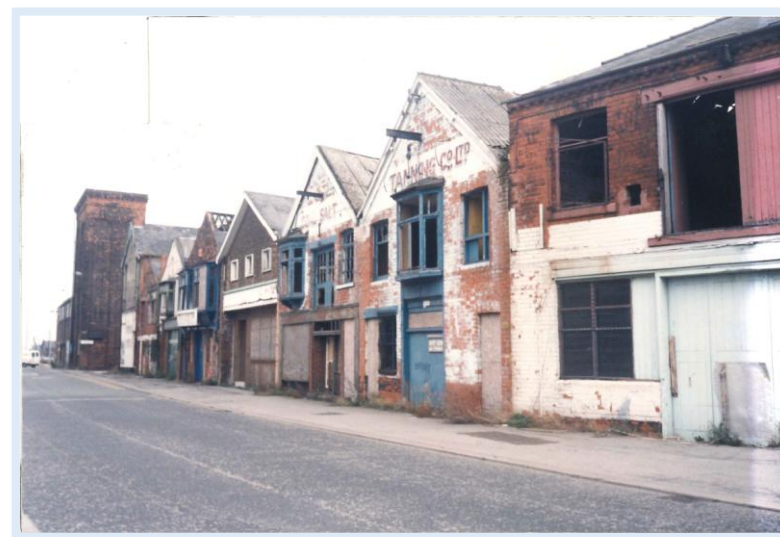


Figure 7 - Bank and Stores to the north of the triangle plot in 1998. Now demolished.

5. Historic Values

During St Andrew's Dock's operational history, it became synonymous with the United Kingdom's fishing and maritime history. The Dock has a number of associations with both national and local historic events and local business and individuals which provide historic value to the significance of the Dock. These include:

- The Dock is illustrative of the eating habits of the nation during the late 19th through to the mid-20th century. The dock provided the fish to supply the Country's fish and chip shops, and trend for eating kippers.
- Dogger Bank Incident – In 1904 the Russian Navy identified the Hull fishing trawlers as the Japanese Navy (the two countries being in conflict at the time). One trawler was sunk, five damaged and two fishermen killed.
- 'Cod Wars' – Between 1952 and 1976 a series of confrontations between Iceland and Britain took place which imposed restrictions upon Iceland's Territorial Waters. The restrictions directly impacted upon Hull's fishing fleet and resulted in confrontation and national publicity.
- Hull Triple Trawler Disaster – Within a period of a month three shipping trawlers were lost from Hull. The loss of the ships highlighted the dangers of the fishing industry and shortfalls in health and safety requirements. A reaction to the loss was the start of the 'Headscarf Campaign' (see Communal Values).
- Christopher Pickering was co-owner of the Pickering & Haldane's Steam Fishing Co., who operated out of the Dock. Pickering was a philanthropist, founding a park, almshouses, church and children's home

6. Communal Values

Fishing in Hull was a close-knit community and often a family industry. Whilst husbands and sons were at sea women often worked in associated light industries, such as manufacturing nets or in the fish markets. It was common that trades passed on within a family and over time in the Dock and its surrounding residential areas a strong fishing community grew. Hessle Road and its surrounding streets became the home of the dock workers, trawler men and their families. Alongside the industrial elements of the fishing industry grew its community and their infrastructure. Dock workers and trawlermen drank in the pubs around the dock and ate in local cafes. The Hessle Road Community shopped in the local shops and brought fish and chips from the local chip shops, who served freshly caught fish from St Andrew's Dock.

When a trawler was lost there was a sense of loss in the community of Hessle Road. Events such as the Triple Trawler Disaster in 1968 resulted in periods of shock and grieving across the area. The Hessle Road Fishing Community also became known for their community campaigns to improve the welfare and safety of the fishing industry, with the Headscarf Revolutionaries successfully campaigning for their Fisherman's Charter.

The closure of the Dock in 1975 saw a decline in this community and the construction of the A63 severed the physical link between the Dock and its Hessle Road. However, Hessle Road and the dock are intrinsically linked by their Communal Values. The completion of public consultation has identified that social values between the dock and its former community are of high significance – see Appendix Six.

7. Designation

The late 1980s saw a period of time in which nostalgia grew for Hull's lost industries and a recognition that areas of Hull's fishing heritage should be preserved. A Community based heritage group 'Stand' was formed to petition for the designation of the remaining elements of St Andrew's Dock, with heritage value, as a Conservation Area. On the 19th December 1990 St Andrew's Dock Conservation Area was designated with the following elements:

Elements at time of Designation	
1.	A section of the partially in-filled dock and dock walls to the east end of the dock.
2.	The lock, and lock gate, connecting the dock to the River Humber.
3.	Section of river wall.
4.	Larger in scale office buildings –Insurance Buildings, former St Andrew's Steam Fishing Co Ltd building, Marr Building & Lord Line building.
5.	Former industrial buildings (potentially the location of Humber Boat Building) located to the immediate west of Sea Fish Industry Building.
6.	Hydraulic Pump House Building
7.	Collection of light industrial and commercial buildings, including the Albert Club & River Chambers, forming a triangle block.
8.	Small number of commercial buildings located to the immediate north-east of the Dock, known as the Bank Buildings.
9.	Ancillary dock equipment, including cranes, capstans and mooring rings.

In 1996 the special interest of the Conservation Area was defined as (see also Appendix Four):

Special Interest at time of Designation	
1.	Its historical connection with the fishing industry and those remaining features which are evidence of its previous use as a dock.
2.	Its remaining streetscape and building groups.
3.	Its riverside location with views out over the river and of remaining ship-related activities.



Figure 10 View of Lord Line Building, Dock and 'Triangle Plot' in 1991.

8. Designation to Present

The period being a Conservation Area and time of present survey has not been favourable to St Andrew's Dock. A combination of several factors has resulted in the special interest of the Conservation Area being eroded, and important values described in 1996 lost. A key theme for the Heritage Asset is that since time of designation no new use for the former dock or its buildings has been implemented. This has ultimately led for pressures to demolish its buildings and resulted in its remaining built environment being in long-term decay.

8.1. Demolitions – Pressures for demolition within the Conservation Area started immediately with retrospective planning permission for the demolition of buildings to the south-west of the Conservation area (see figure 11 and See Appendix Five for a full planning history)) being approved in 1991. By the early 2000s the western most section of the triangle plot had been demolished. Further applications for demolition of buildings followed in the 2003 (not implemented) and in 2010 (approved).

A seminal point in the history of the Conservation Area came in 2013 when Conservation Area Consent (12/00978/CON) was approved for the demolition of the J. Marr building, Albert Club, River Chambers and adjoining buildings within the triangle block, Bank Building on north side of dock. With the exemption of the J. Marr building, which dated to the post-war era, all of the buildings approved for demolition dated between c.1890 and 1910.

The demolition resulted in the loss of 15 buildings, which equate to approximately 79% (by number) of the built environment of the Conservation Area. Photo records of the period show that the buildings were in varying stages of dereliction, but nevertheless the demolition of the buildings resulted in a significance reduction in the special value of the Conservation Area. None of the landscaping requirements or restoration of the remaining building conditioned within the Notice of Decision for demolition were implemented, resulting in a further contribution to the derelict condition of the Conservation Area. The associated re-development of the dock approved within application 12/00977/FULL were not implemented.

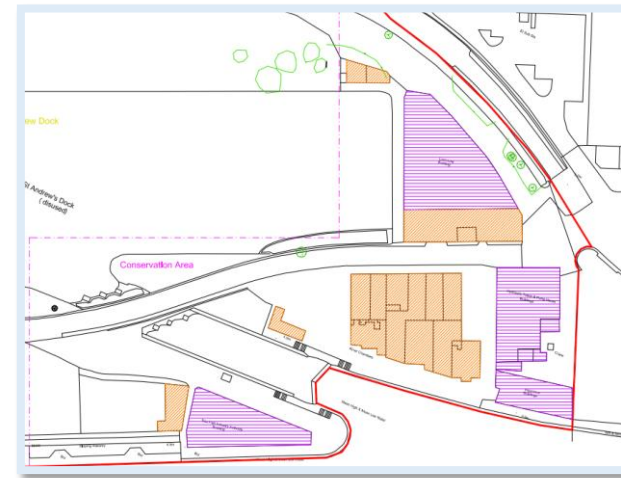


Figure 11 - Demolitions in orange approved under application 12/00978/CON.

Planning permission was refused for the demolition of the Pump House and adjoining workshops in 2017, but as part of plans to restore the building in 2019 (19/00949/LBC) approval was granted for the demolition of ancillary buildings (see again Appendix Five).

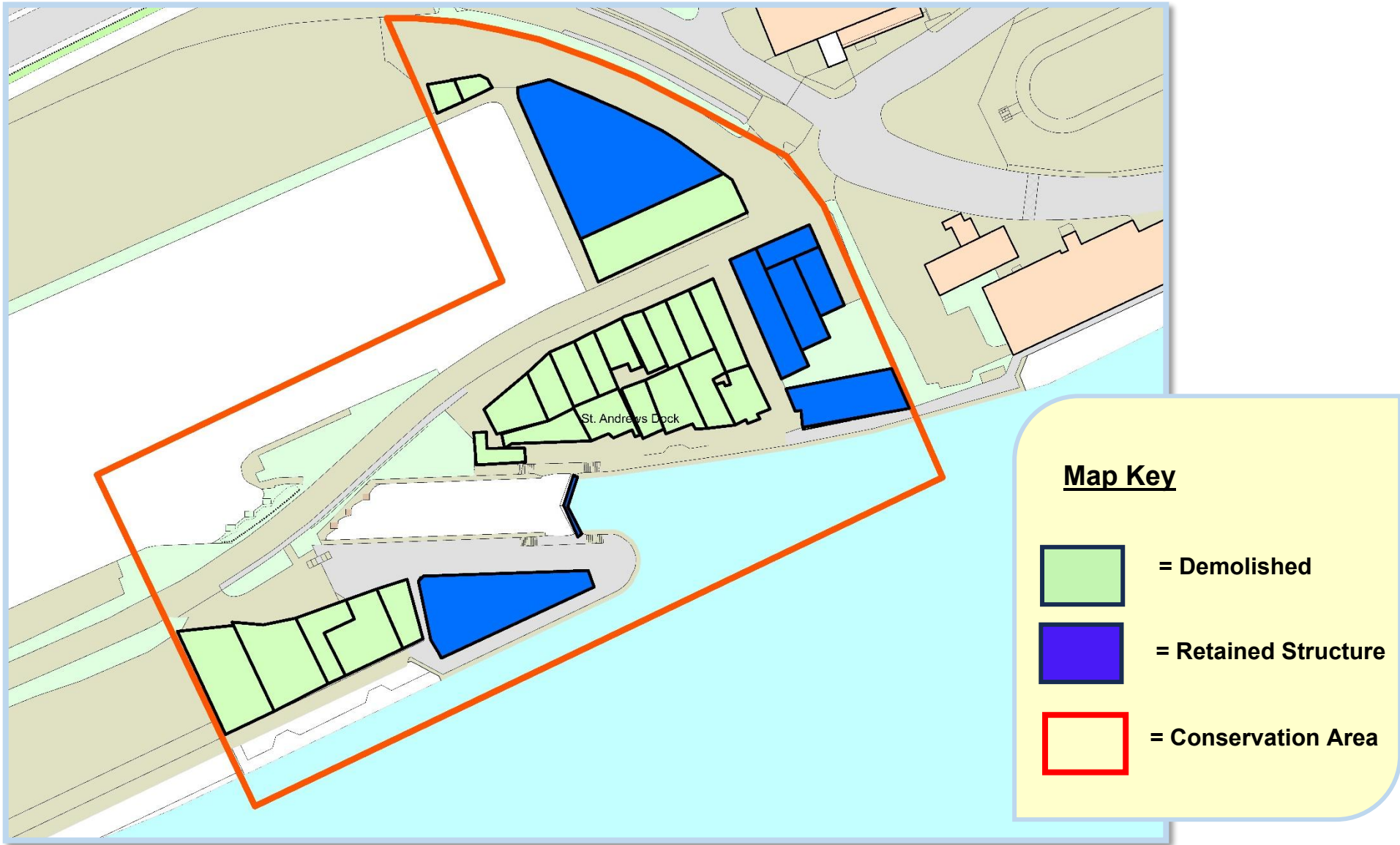


Figure 12 - Post designation demolition plan.

8.2. Regeneration Plans – Over its history as a Conservation Area a series of applications have been submitted to allow regeneration of the Dock. These can be summarised as (see Appendix Five for full details).

Date	Description	Status
1999	Redevelopment of St Andrews Dock Basin Comprising the erection of buildings for Use as a Hotel, Casino and Restaurants etc.	Refused
2003	Erection of 222 residential units comprising apartments and houses.	Approved
2009	Erection of 232 dwellings (houses and flats); construction of retail and restaurant units; filling in of dock to form open space; construction of car parks and access roads and landscaped areas	Refused
2012	Erection of 6 buildings over 5 & 6 stories to provide student accommodation comprising 1231 bedrooms with associated ancillary spaces, gym, retail unit and cafe. Restoration of dock as water feature. Laying out of landscaped area, footpaths, parking areas, cycle parking facilities and associated plant buildings.	Refused
2017	Change of Use of Ground Floor from Offices to A3 Restaurant/ Cafe/ Ice Cream Parlour and associated repair / refurbishment of Lord Line Building (LLB)	Refused
2018	Change of use of ground floor from offices to A3/A4 Restaurant/Bar and associated repair/refurbishment of LLB.	Approved

2019	<ul style="list-style-type: none"> • External Alterations and associated access works – Boston Building. • External Alterations to External Building, Demolition of Warehouse/Workshops and creation of Car Parking and Landscaped Area – Insurance Building • Change of Use from Offices B1 (upper floor only) To Residential (C3) Insurance Building • Repair/Refurbishment of Listed Hydraulic Tower and Pump House and Demolition of Adjoining warehouse buildings 	Approved
2019	Erection of building to provide 40 self-contained flats with undercroft parking and A3 unit on ground floor following demolition of LLB	Refused
2020	Installation of underground pipeline network, associated with proposed St Andrew's Dock district heating system to serve Pump House, Hydraulic Tower, Insurance Building, Boston Building, and site of LLB.	Approved
2023	Prior Approval - Change of Use from Office To Residential of LLB.	Approved (2025)

The submitted applications have not provided a viable use for the Dock. The 2012 application was refused on the grounds of inappropriate access and transport connections to the Dock. The 2017 change of use application was refused as failing to comply with the policies of the Hull Local Plan. The approval of applications in 2019 and 2020 demonstrated that planning permission can be received for re-development within the Dock. However, none of the applications have been implemented and there is currently no identified active plans for regeneration.

8.3. Lord Line Building – Applications to demolish the former office building have been submitted on five separate occasions, in 1997, 1999, 2017 and 2020; all subsequently refused. In 1999 a Public Inquiry refused permission to demolish the building and appeals in 2017 and 2020 were also dismissed. The most recent appeal decision, made on the 14th December 2021, assessed that the special Interest of the Conservation Area was based on:

- Its significance is associated with the city’s maritime history, and particularly its sea fishing industry.
- The buildings and how their position and relationship to the river allow their historic functions to be appreciated and understood are important elements of their historic and cultural significance.
- The Lord Line Building is the largest and most important of the remaining building and is an important landmark to Hull’s fishing industry.
- The scale and location of the Lord Line Building mean that it is visible in the surrounding area, including from the A63.
- Although in a poor state of repair the LLB makes a positive contribution to the Conservation Area, given its imposing scale, its historical associations and communal heritage value.

The inspector concluded that the demolition of the Lord Line Building would result in less than substantial harm to the significance of the Conservation Area.



Figure 13 - Hull Daily Mail - 30.04.1998.



Figure 14 The Lord Line Building in 2024.

9. Layout

Historically St Andrew's Dock extended for a distance of one mile from 'William' Dock at its east to historically a timber yard and railway sidings at its east. St Andrew's Dock itself runs parallel to the River Humber and is aligned roughly on a north-east axis. The north side of the Dock was known as the 'wet' side and was the location of the fish markets. Further to the north of these buildings were the railway sidings. The south side of the dock was the 'dry' side, and the location of a large number of warehouses and light industrial and commercial buildings.

The Conservation Area is formed by an 'L' shaped boundary with includes the eastern section of St Andrew's Dock. The 'dock' section of the heritage asset includes a small section of the remaining partially in-filled basin and the boundary walls of the eastern most section of the dock constructed in 1883. The section of dock connects to its original lock, which connects, and forms the entrance and exit, to the River Humber. The retention of the outline of the remaining section dock and its locks is of high heritage value, as it demonstrates the scale and method of construction of the 19th century dock.

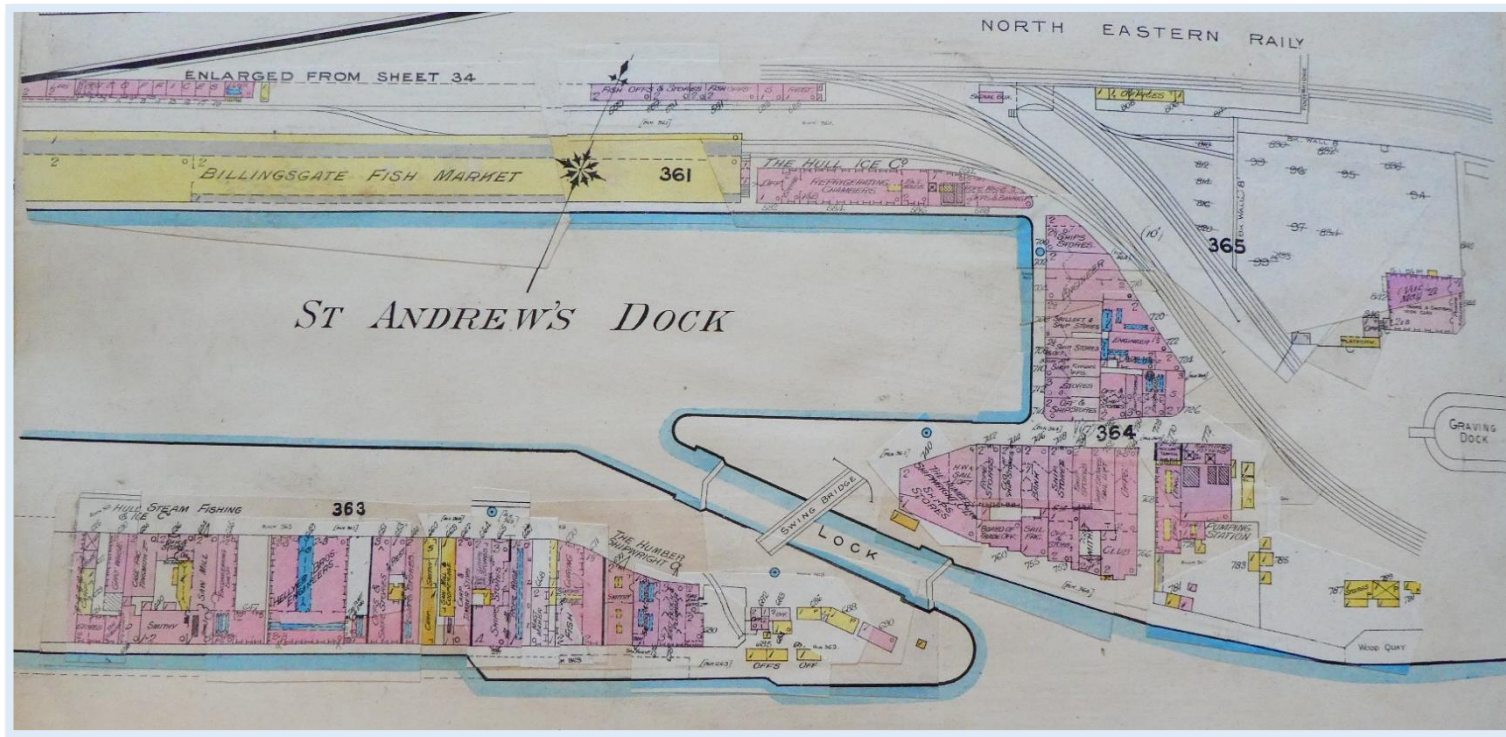


Figure 15 - 'Wet' North Side, 'Dry' South Side & Commercial Buildings to the East

The Conservation Area includes a small section of the Dock side hardstanding area to the south of the dock and lock, which forms a bullnose section to its east. This section of the Conservation Area includes a section of river wall, which was constructed when land was reclaimed to create the dock. At the time of designation, a series of buildings was also retained on this area of land, but with the exemption of one office building has been cleared of buildings.

Between the north of the lock and dock is a triangular plot of land which up to 2013 contained buildings constructed between 1883 and 1910. Roads once ran to the north and south of the plot of the buildings. To the east of these buildings is located a further office building and hydraulic pumping building.

The north-east section and eastern most boundary of the Conservation Area connects with William Wright Dock. The two docks were historically separated by the alignment of a Railway Branch Line, which ran on a curve between the two docks. This curved boundary is still evident but with the railway line being replaced by an access road. To the east of the Dock is located the Lord Line Shipping Office, and formerly the J. Marr Building.

Historically the layout of the dock was functional. It has direct access to the river and cargo could be unloaded directly into the dockside markets, which connected to train sidings. Roads were laid out around the dock to allow access to the various industries. Following the demolition of the triangle plot of buildings only evidential values of this former layout survives.

The location of the remaining dock buildings contains evidential values. Their siting means that they have an outlook into the Dock or Lock, or as per the St Andrew's Steam Fishing Co. into the river estuary. The owners and workers of the shipping fleet would have been able to monitor their fleet as they went out and returned from sea.



Figure 16 - St Andrew's Dock Conservation Area photographed in 1952 (Copyright Historic Environment Scotland).

10. Built Heritage

Historically St Andrew's Dock was surrounded by a large massing of buildings and structures ranging in size from large markets and warehouses to small office buildings to mooring posts and dockside cranes. At time of present survey only four buildings survive within the Conservation Area – Hydraulic Tower & Pump House, Insurance Building, Lord Line Building and St Andrew's Steam Fishing Co Ltd. Offices. These buildings hold high individual and group heritage significance associated with being the remaining buildings associated with Hull's Fishing Industry at Andrew's Dock.



Figure 17 - Visible section of the remaining dock wall and mooring ring.

10.1 Dock Structure

St Andrew's Dock was purposely built on reclaimed land in 1883. It contains remaining elements of one of Hull's Victorian Docks, of which many filled in, and associated buildings demolished during the 1960s through to the 1980s.

Aesthetic Values	The remaining elements of the dock demonstrate the use of stone construction to create the internal dock walls.
Historic Values	The Dock was the home of the renowned Hull fishing fleet between 1883 and 1975. It is an example of one of the docks constructed by the Hull Dock Co.
Evidential Values	The remaining outline of the Dock demonstrates the scale and layout of the dock, which has been in part been lost by the infill of remaining area of the dock in the 1980s. Around the perimeter of the dock wall are fragments of functional infrastructure, such as mooring rings, which illustrate the historic use of the Conservation Area.
Condition	Partially in-filled and provided an area of natural environment. Only elements of the remaining dock wall are now visible.

9.2 St Andrew's Dock Lock

The Lock provided the single means of access into the dock from the River Humber. It was operated by Hydraulic Power, with the energy source being provided by the nearby Pump House. The swing bridge which formed the access over the lock was removed prior to the designation of the Conservation Area.

Aesthetic Values

The lock is constructed in stone, with its coping stones being of a different type, and gives an aesthetically pleasing appearance to the structure. The use of stone is a feature of Hull Docks, as many docks across the Country during the period transitioned to being construction in brick.

Historic Values

The lock is one of the oldest examples, surviving in its original form in Hull Docks. It is symbolic as the point of departure from the lock out into the North Sea.

Evidential Values

The lock is a piece of functional architecture. The lock regulated the level of the water between the dock and River Humber to allow ships to transfer from the river to the Dock.

Condition

The lock is partially in-filled but sections of its chamber wall are still visible. One set of lock gates survive but are in a poor condition. The introduction of an access road, in the c.1970s (see Appendix Three for map regression) over the west end of the lock has broken the connection and functional use of the lock with St Andrew's Dock.



Figure 18 - Lock in 1998.



Figure 19 - Lock in 2024.

10.3 St Andrew's Dock River Wall

St Andrew's Dock was built on reclaimed land from the River Humber. The Dock wall demonstrates the retaining structure constructed to enclose the land and stop its erosion by the tidal nature of the River Humber.

Aesthetic Values

The wall is constructed in stone, with the coping stone being of a different type. The construction of the wall demonstrates the capability of the Victorian engineers and their capacity to construct structural pieces of architecture in stone. The aesthetic appearance of the wall has been impacted upon by the introduction of a concrete flood defence wall during the 21st century. The flood wall impacts upon the historic character of the dock and creates a sense of enclosure.

Historic Values

The dock wall is strongly associated with Hull's industrial expansions and growth of its Docks during the 19th century.

Evidential Values

The wall demonstrates the method of construction and engineering ability of the 19th century engineers and labourers who built Hull Dock. Along the river wall are mooring posts, which demonstrate where trawlers would moor whilst waiting to enter the dock.



Figure 20 - View of the southside of the triangle plot and river wall in 1992.



Figure 21 - St Andrew Dock River Wall in 2024.

10.4 Hydraulic Tower & Pump House

Other than the Dock and Lock the Hydraulic Tower & Pump house is the oldest structure remaining at St Andrew's Dock. The building is likely contemporary to the construction of the dock in 1883. Attached to the building is an early 20th century warehouse.

Aesthetic Values	The building is constructed in red brick, with a slate roof. Architectural decoration is provided in relief, such as the use of arches, created by recessed brick in-fills. Elements of decorative arched windows constructed in steel frames survive.
Historic Values	The building is the oldest building surviving at St Andrew's Dock and forms part of the first phase of development of St Andrew's Dock.
Evidential Values	The building is functional in use and served as the power source for operating the lock gates.
Condition	The building was damaged by fire in 2015. Subsequently a large section of the building is missing its roof structure. All of its glazing has been smashed and damaged. The condition of the building is poor and in need of significant restoration.
Focal Status	The tower of the pump house is the tallest remaining structure within the dock and is prominent in views upon entry to the Dock from St Andrew's Quay.
Designation	The heritage value of the building is recognised it in national designation as a Grade II listed building (see Appendix Seven).



Figure 22- Hydraulic Tower and Pump House in 2011.



Figure 23 - The Hydraulic Tower and Pump House in 2024.

10.5. Insurance Buildings

The Insurance Building is dated 1932 and forms one of the functional buildings associated with the ancillary industries which traded out of St Andrew's Dock.

Aesthetic Values The building is constructed in the 1930s modern style, with hints of classical revival finishes, such as oriel windows. The building is built in brown brick, with architectural details applied in stone. The remaining historic window within the building are 'Crittall' types.

Historic Values The building was purpose built by the 'Hull Steam Trawlers and Mutual Insurance Protecting Company'. The Company was formed in 1907 and provided insurance for shipping losses, damages, and injuries for vessels trading out of Hull Docks, and across the Country. The Company was superseded by the UK Trawlers Mutual Insurance Company Ltd, and liquidated in 1982.³

Evidential Values The building is an example of a purpose-built insurance company's office building, which included a surgery for the use of the fish dock works and trawler men.⁴ It is the last surviving of the commercial offices which provided ancillary functions for the Maritime Industry and traded within the Dock.

Condition The building is currently vacant. Externally the building appears structurally stable, but all its windows have been broken.

Focal Status The building stands alone on the Dock's bullnose and is prominent in views across the Dock. The building presents itself to the river frontage and highway prominent when travelling along the river.



Figure 24 - Insurance Buildings in 1998, with now demolished buildings to left.



Figure 25 Insurance Building in 2024.

10.6. Lord Line Building

The Lord Line building opened in 1949 and was the administrative headquarters of the Lord Line Company. It is the most imposing and prominent of the remaining buildings within the Conservation Area.

Aesthetic Values

The building is modern in its design and represents the late 1930s and 1950s style of office building. The building was constructed with a prominent façade facing out onto the Dock and imposing pediment with the Company's name 'Lord Line'. The elevations of the building are constructed with a framework of red brick, with stone clad bands and columns, which support the pediment. The façade features a large volume of glazing, with Crittall windows.

The scale of the building gives it an imposing nature over the dock and prominent nature of the building's name plaque creates a sense of dominance over the dock by the Company.

Evidential Values

The building was purpose built as a shipping office in 1949 for the Lord Line Company. It is an example of a purpose-built post-war office building, constructed on the site of a bomb-damaged building. At the time the country was subject to the rationing of building materials and the impressive nature of its material usage demonstrates its heritage values.

Historic Values

The Lord Line Company has its origins with the Pickering & Haldane's Steam Trawling Co. which started trading in 1888. The Company operated a shipping fleet with the prefix 'Lord'. In 1944 the

	Company was taken over and re-named Lord Line Limited. The Company operated the largest fleet of trawlers in the post-war period. The office started in operation until the closure of the dock in 1975.
Communal Values	The building is the one of two surviving former fishing company offices surviving at St Andrew's Dock and is associated with its fishing fleet. The office is connected to the employment of the trawler men across Hull.
Condition	The structure is in a derelict condition. Structural faults within the stone cladding and cracks within the brick structure are becoming evident. All the windows within the building have been smashed and elements of the roof pediment removed. The demolition of the J. Marr building has left an internal party wall exposed to the elements.
Focal Status	The scale of the building and its siting means that it is a prominent feature in the surrounding landscape. For example, the building, is prominently visible when travelling along the A63, and is an important landmark building. The building is also visible in vistas along Subway Street, providing a connection between the Dock and Hessle Road. Within these views the imposing nature of the 'Lord Line' name plaque is evident.
Designation	Due to its heritage values the building is identified on the Hull Local Heritage List (see Appendix Seven)



Figure 26 The Lord Line Building in 1997



Figure 28 The Lord Line Building in 2024, following the demolition of the J. Marr Building.



Figure 27 The Lord Line Building in 2024



Figure 29 - The prominent name plaque of the Lord Line Building.

10.7 St Andrew's Steam Fishing Co. Ltd. Office⁵

The offices building was purpose build for the St Andrew's Steam Fishing Co. Ltd. between 1948 and 1951. It is an important example of a post-war industrial building constructed in Hull.

Aesthetic Values The building is constructed in brown brick in a restrained form as a functional office building. The building is constructed without architectural decoration. Architectural interest is found in its pattern of windows

Evidential Values St. Andrew's Steam Fishing Co. founded in 1897 and operated a fleet of trawlers out of St Andrew's Dock. It was acquired in 1939 by Boston Deep Sea Fisheries but traded under its original name until being full incorporated into its parent company as the Boston Deep-Sea Fisheries Ltd. in 1965. The latter company continued trading following closure of St Andrew's Dock in 1975 before going into liquidation in 1989.

Historic Values The building is an example of a purpose-built office building, constructed in a time of the rationing of building materials.

Communal Values The building is the one of two surviving of the former fishing company offices surviving in Hull. Communal values remain with the trawlers men who worked for the fleet operators and for those who worked in their offices.

Condition The building is vacant, and all of its windows have been broken and has suffered from graffiti.

Focal Status The building sits prominently on the bullnose of the Dock and is prominent in views from the river.



Figure 30 Steam Fishing Building in 1998.

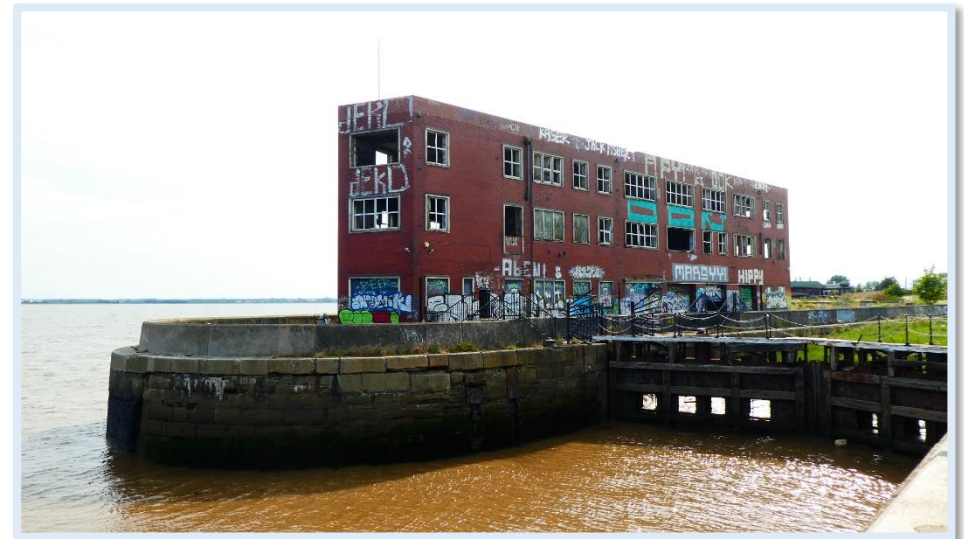


Figure 31 Steam Fishing Building in 2024.

10.8. Ancillary Structures & Street Furniture

Around the dock a small amount of functional infrastructure and elements of dockside surfaces survive. These include several mooring rings, capstans and other ancillary dock structures around the dock and lock. In limited places sections of original dock surfaces are retained.

Aesthetic Values In areas around the dock historic 'sett' blocks is evident, with forms the historic road surfaces of the dock They show 'wear and tear' of use and are an attractive landscape feature of the dock.

Evidential Values The ancillary infrastructure provides evidential values of how the dock functioned, where goods were unloaded and where the ships were moored.



Figure 33 - Mooring Post and Dock Side 'Sett' surfacing.



Figure 32 - Capstan and Mooring Post located within the Trawlermen's memorial.



Figure 34 - Setts and Inscribed Stone.

10.9 Flood Wall

Application 18/01058/FULL approved the introduction of a flood defence wall around St Andrew's Dock. This is modern in construction using concrete block. The appearance of the wall negatively contrasts with the 19th century character of the dock.

Heritage Impact The wall impacted upon the historic character of the dock by removing the sense of openness and functional use previously associated around lock and river frontage. Sections were constructed over the top of the stone capping of the river frontage and dock boundary wall, which removes in part its visibility and historic form. The introduction of the wall also served to remove the functionality of the mooring posts located around the dock and lock.

Communal Values The wall incorporates a memorial commemorating the loss trawlers and trawlermen of Hull (section 13)



Figure 35 - Enclosure of the lock by the flood wall.



Figure 36 - The open character of the Conservation Area before the introduction of the flood wall.



Figure 37 - Enclose of the dock by the flood wall & impact upon the function of the mooring posts.

10.11. Summary of Built Heritage Values

<p>Aesthetic Values</p>	<p>The dock's remaining buildings are constructed in brown and red brick, with decoration applied in stone. The docks structures and Riverside wall are built in stone. Its buildings are examples of Victorian functional architecture and 1930s and post-war modern styles of architecture. The surviving office buildings within the dock are tall in scale and built with flat roofs. Windows are metal framed, often Crittall types. The smaller in scale late 19th and early 20th century buildings have been lost but provide evidential values for the re-development of the dock.</p>
<p>Historic Values</p>	<p>The construction of St Andrew's Dock is associated with Hull's industrial expansion and growth of its dock infrastructure during the 19th century. The dock was associated as being Hull's Fishing Dock and provided fish for the Country. Several of its trawlers and buildings are associated with national historic events and local individuals and businesses.</p>
<p>Evidential Values</p>	<p>The buildings of St Andrew's Dock are functional in their construction. They are either purpose-built dock structures or office buildings. Its built heritage has value in their siting around the dock, which provides visibility into the river estuary and dock, where they could see the operations of the dock and trawlers exiting and entering it.</p>
<p>Communal Values</p>	<p>There are social connections with the former employees and associated families of those who worked in the buildings, on the dock or who were employed by the companies, such as Lord Line, who traded in St Andrew's Dock.</p>



Figure 38 - Stone detailing and remaining window details at the Insurance Building.



Figure 39 - Brick materials and poor condition of the buildings to the north of the Pump House.

11. Setting

Historically the Dock was located within a vast industrial area and linked to its working community within the streets adjoining Hessle Road. The closure of the dock in 1975 and the subsequent re-development of the area in the 1970s and 1980s means that it has lost much of its historic setting. The development of the South-Orbital Road (A63) in the mid-1970s resulted in the clearance of the railway lines to the north of the Dock and broke the physical connection with West Dock Street and Hessle Road. The **northern** border of the Conservation Area is therefore formed by a modern road system, of no heritage significance. Further to the north of the A63 some remaining industrial buildings, such as smoke houses remain but no longer have a direct link with the former Dock. An important reminder of the connection between Hessle Road and St Andrew's Dock is formed by views obtained of the Lord Line building along Subway Street, as referenced below.

To its **east** St Andrew's Dock is located next to the still functioning William Wright Dock (opened 1873). Whilst no buildings of heritage significance remain within the William Wright Dock, there are evidential values associated with the industrial character and maritime industries, which operated in Dock. They are an important reminder of the historic function of St Andrew's Dock and how the dock once functioned.



Figure 40 View towards the functioning Albert Dock to the east of the Conservation Area.



Figure 41 – Western of the in-filled dock, with St Andrew's Quay Retail Park in the background.

To the immediate **west** of the Conservation Area is the remaining section of the partially in-filled section of St Andrew's Dock. The retention of the visibility of the layout of the dock and elements of the dock wall is of heritage value, as it provides evidential values of the former layout, construction, and scale of the dock. Further to the west is located St Andrew's Quay Retail Park. Whilst some evidential values are retained in the layout of the area by being able to identify the full extent of St Andrew's Dock the post-1985 retail developments are not of historic significance in association with the Conservation Area.

It is in the connection with the River Humber, to its **south**, in which the remaining significance of the setting of the Conservation Area is found. A part of the significance of the Dock is in its association with the North Sea Fishing Fields, with the access to the North Sea being made from the Humber Estuary. The river provides views of the prominent river wall and demonstrates how the buildings of the Dock were positioned to be prominently visible from it. The river also provides views into the lock, which is the important connection between the dock and its passageway towards the North Sea.



Figure 42 - View into the St Andrew's Dock from the River Humber.

12. Key Views & Vistas

Key views and vistas associated with St Andrew's Dock evolve from its position located next to the River Humber and Humber Estuary, and how its buildings are sited around the dock. Whilst there are no planned vistas or viewpoints, buildings were functionally sited so that they could see into the Dock or out in the river estuary.

The Lord Line Building is sited so that its principal façade faces onto the Dock. Those working in the office would have been able to see into the Dock and monitor the Company's fleet. The Lord Line Building also shares a strong connection with Hesse Road as the building, and most prominently its name plaque, is visible in a long-distance view along Subway Street. Of modern heritage value is how the Lord Line building is visible from the post-1970 A63, and that the building is a landmark structure upon entry to the City.

Since its time of construction, the most prominent view of the dock would have been when travelling along the Humber Estuary and entering the Dock via its Lock. Several of the buildings located around the Dock presented themselves with prominent façades facing out onto the river, include the surviving Insurance Building. The views of the surviving buildings and layout of the dock from the river and therefore of high heritage significance. The location of the dock also allows for long distance views along the Humber estuary.

The loss of much of the built environment of the Conservation Area means that the Dock is now open plan in form and long-distance views are available through much of the Dock towards its remaining buildings.

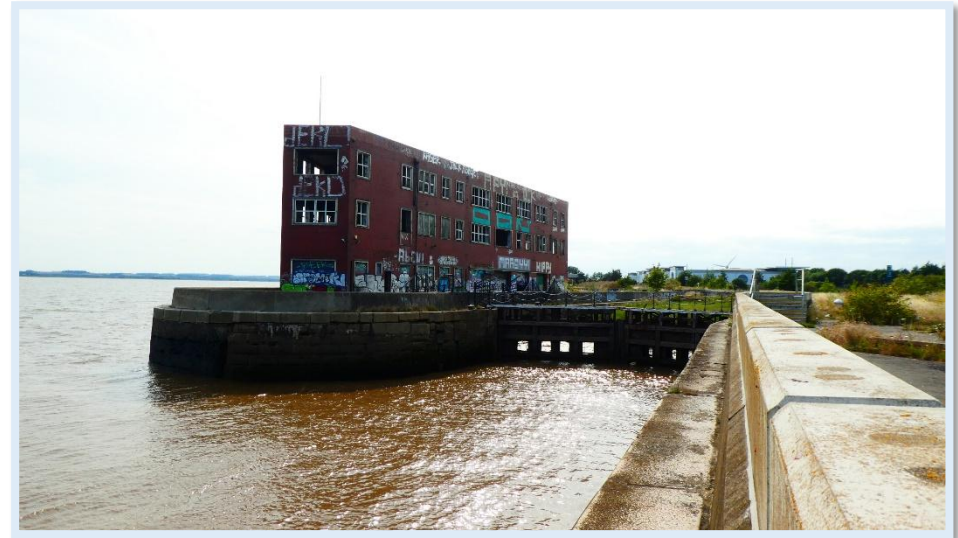


Figure 43 - Entering the Dock via its Lock.



Figure 44 - The prominence of the Lord Line Building from along Subway Street, from Hesse Road.

13. Place of Memorial

St Andrew's Dock Conservation Area holds strong communal heritage values as a place of memorial for the fishing community of Hull. Over 150 years, approximately 6000 Hull sailors lost their lives. Many of the trawlermen made their last departure out of St Andrew's Dock. For their families, colleagues and friends, and the wider fishing community the Dock provides an ongoing connection and physical reminder of those lost at sea. This connection is physically manifested in the memorial on the Dock. Located on the south bullnose section of the lock, are memorial plaques bearing the names of the individual trawlermen lost at sea and panels in relief depicting the industries of the Dock. The presence of the memorial identifies the high communal values associated with the St Andrew's Dock Conservation Area.

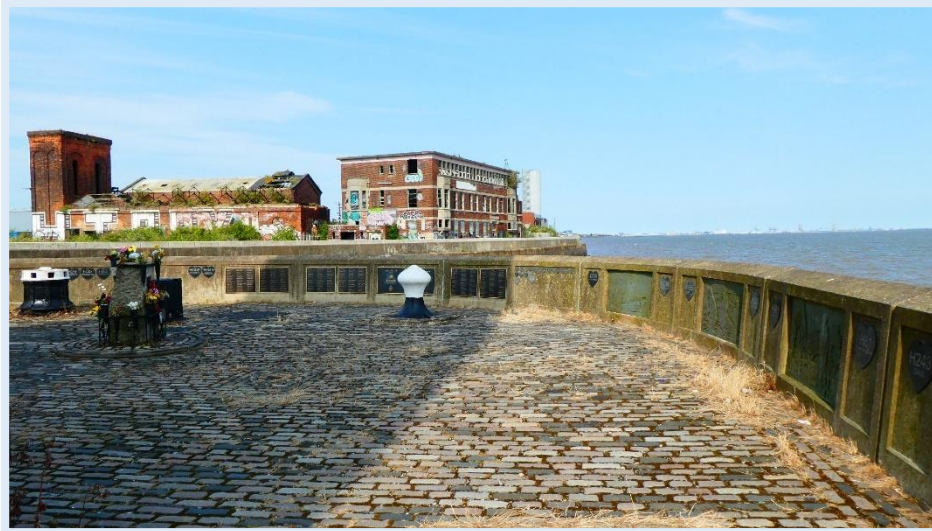


Figure 45 - St Andrew's Dock Lost Trawlermen's Memorial.



The completion of public consultation has identified that the conservation area, and more specifically the bullnose, has added social values as an active place of memorial. It is a location where ashes are scattered, where family members come to mourn lost family members and where public gatherings take place to mark significance events associated within the history of the dock. The communal values of the dock as a place of a memorial therefore hold a high degree of value as part of its special interest.

14. Lost Significance

As referenced in section 8.1 a significant volume of demolition has taken place within the Conservation Area. The 1991 demolitions saw the loss of the late 19th and early 19th century light industrial buildings. The c.2013 demolitions saw the loss of a further 15 buildings, out of the remaining 19 building located within the Conservation Area. This latter period of demolition resulted in the loss of buildings associated with the early phases of development of the dock and the smaller buildings which functioned as offices, commercial premises, shops and light industrial units. This has resulted in the reduction in the special interest of the Conservation Area by the loss of the significance associated with the aesthetic values of the buildings, the historic layout of the dock, streetscape values and evidential values association with their range of function and associated ancillary business and industrial use. Associated losses with the demolition include the following referenced items within the 1996 character statement:

- Views and vistas - *“as well as from within the Conservation Area, including glimpses down alleyways as well as wide vistas from the riverside walkway”.*
- *“the vicinity of buildings, many small scale, their form being imparted by their original use with, for instance loading cranes over doors at first floor level and external staircases. None is particularly distinguished, apart from the tower of the former pumping station, which is a strong element in the view along the access road, but they read as a group;”*

These lost values provide evidential values for any future re-development of the conservation area.



Figure 46 Bank Building 2007. Approved for demolition in 2012.



Figure 47 Former 'Gas Engineers' Office shown in 1997. Approved for demolition in 2012.



Figure 48 - Lost streetscape between the J. Marr Building. Photographed in 1990.



Figure 50 View east towards the Humber Shipwright Co. Ltd 'Ship Store' at the west end of the 'triangle plot'. Photographed in 1997. Demolished early.2000s.



Figure 49 Glimpsed view towards the J. Marr Building, with the Albert Club in the foreground. Photographed in 1992.



Figure 51 - The former alignment of the south side of the 'triangle plot'.

15. Current Character & Cultural Association

The long-term dereliction of the site has introduced inherited characteristics of the conservation area being an industrial ruin and the introduction of the natural environment. Both of these values introduce additional levels of significance to the conservation area. The combination of ruined building, waterfront location and green environment creates a unique post-industrial landscape within the City's boundary.

15.1 Industrial Character: The derelict character of the four buildings and surrounding landscape creates an aesthetic character of industrial decline, with adds an additional layer of significance to the special interest of the conservation area. The buildings are symbolic of the decline of the Hull's fishing industry. Public perception of the social and heritage values associated with the former dock change throughout different age groups. Older generations with a personal association with the dock retain strong social values with the area. Their association with the heritage significance of the dock is predominantly based upon memory, and does not necessarily reflect the actual retained significance of the dock. Public feedback also notes the sadness and disappointment of the current condition of the former dock. For the younger generation public consultation has identified different communal values. Their association with the dock is instead based upon the area being a derelict industrial landscape and the opportunities that this gives for cultural activities and as an inspiration for art. Further public feedback provides different perspectives that the appearance of the site makes it unattractive to visit. The social and

cultural association with the dock is therefore multi-faceted and consists of different layers of values and significance.

15.2 Natural Environment: The long-term vacancy of the site has resulted in the natural environment taking hold. The former dock and lock have silted over and grasses and rushes have grown. The derelict hardstanding areas are also grassing over and self-seeded shrubs growing. This softens the hard industrial landscape of the area and instead introduces a green and natural setting to the derelict buildings of the former fish dock. In combination the character of the natural environment and derelict industrial buildings creates a unique landscape with different cultural and social



Figure 52 - The sense of nature taking over St Andrew's Dock.

16. Summary of Retained Heritage Significance

Heritage Significance of St Andrew's Dock

The remaining heritage significance of St Andrew's Dock Conservation Area is formed around the following elements:

- Historic values as the home of Hull's fishing industry between 1873 and 1975.
- Historic association with local and national events linked to the Maritime Industry and prominent business owners.
- Communal values associated with the Hull Fishing Community and that St Andrew's Dock is a place of memorial.
- The retained visibility of the section of St Andrew's Dock and Lock which was not filled in during the 1980s, demonstrate the method of construction, layout and scale of the dock.
- The surviving-built environment within the dock and their historic function and association with Hull's historic fishing industries.
- The siting of the buildings around the dock and the status of the Lord Line Building as a focal point in the surrounding landscape.
- The surviving association with St Andrew's Dock with the Humber Estuary, and the views the river offers of the Dock and its buildings.



Figure 53 - Grade II listed Hydraulic Tower & Pump House, and Insurance Building.

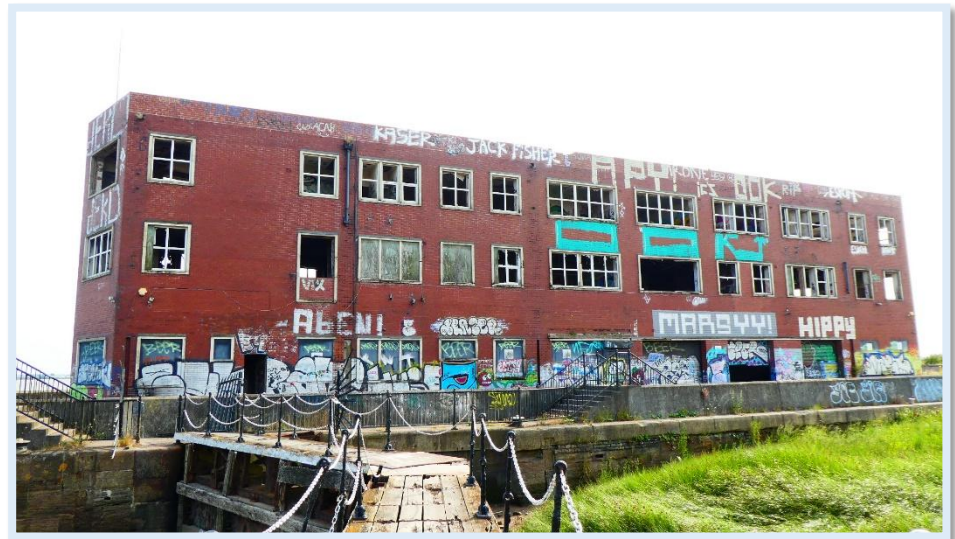


Figure 54 - Steam Fishing Offices with lock in foreground.

17. 'SWOT' Analysis

Strengths	Weaknesses
<ul style="list-style-type: none">• The Conservation Area retains key buildings of heritage value associated with Hull's fishing industry.	<ul style="list-style-type: none">• Loss of elements of special interest since time of designation.
<ul style="list-style-type: none">• The dock has strong communal values, with links to Hull's fishing industry.	<ul style="list-style-type: none">• Poor condition of the remaining built environment.
<ul style="list-style-type: none">• The site is connected to the Humber Estuary.	<ul style="list-style-type: none">• Planning constraints associated with new development on the Docks, including access, flooding and ecology.
Threats	Opportunities
<ul style="list-style-type: none">• On-going lack of maintenance of buildings may result in collapse or requirement to serve Demolition Notices.	<ul style="list-style-type: none">• Development potential associated with the heritage values associated with the Dock.
<ul style="list-style-type: none">• Associated public safety concerns resulting in pressures for demolition.	<ul style="list-style-type: none">• Vacant building plots offer potential for re-development.
<ul style="list-style-type: none">• The vacant use of and unrestricted access to the site provides opportunities for arson and damage to the surviving buildings.	<ul style="list-style-type: none">• Potential heritage grant funding associated with being a Conservation Area.

18. References

Photos – All photos taken 30th July 2024, unless otherwise stated.

1. Information taken from Thompson, M (1989) *Fish book: The Story of St. Andrew's Dock Hull*. Beverley: Hutton Press Ltd.

2. *Ibid*

3. Information taken from *Hull Daily Mail* - Wednesday 29 September 1982

4. Information taken from <https://www.geograph.org.uk/photo/5195533> (accessed July 2024).

5. Date for building taken from Britian From Above website images. See also <https://www.crwflags.com/fotw/flags/gb~hfsa.html#sas> (accessed July 2024) and *Hull Daily Mail* - Tuesday 30 March 1965.

Appendix One - National Planning Policy Framework (December 2024)

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

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

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

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

Paragraph 210: In determining applications, local planning authorities should take account of:

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

Appendix Two – Local Policies - Hull Local Plan 2016 to 2032 –

Policy 16 – Heritage Considerations

1. Development that would cause harm to the significance of a designated heritage asset will only be approved where it has been convincingly demonstrated that the harm cannot be avoided and there would be public benefits sufficient to outweigh the harm or loss caused. Schedule Monuments, Registered Parks and Gardens and Conservation Areas are shown the policies map.
2. 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.
3. Where evidence supports it, Article 4 directions removing permitted development rights will be introduced to preserve the character of an area.
4. Development and initiatives which preserve/or enhance the significance and setting of the city's heritage assets will be supported, especially those elements which contribute to the distinct identity of Hull.
5. In addition to the city's designated heritage assets, important heritage assets include:
 - a. Buildings with heritage value, wet and dry docks, wharves and ancillary structures, features relating to Hull's fishing, maritime and industrial heritage; etc

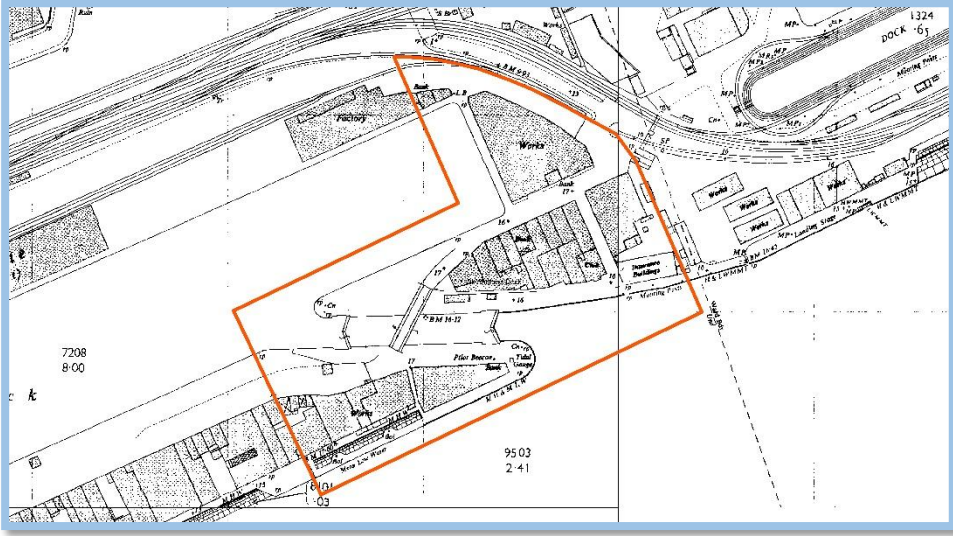


Figure 59 - 1960 Ordnance Survey



Figure 61 - 2003 Aerial View (Google Images).

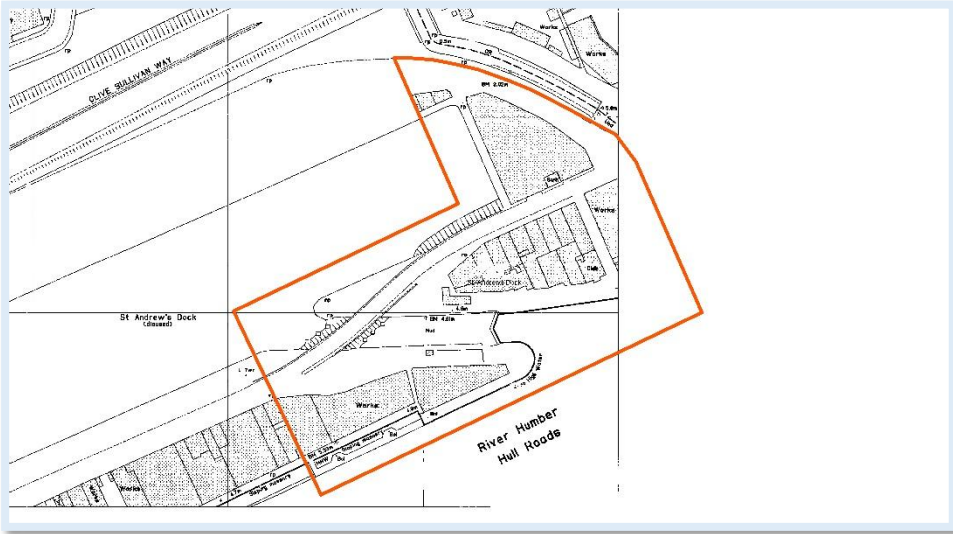


Figure 60 - 1980 Ordnance Survey

Appendix Four – 1996 Character Statement

Urban Conservation and Design St. Andrews Dock Conservation Area Character Statement

INTRODUCTION

St. Andrew's Dock was declared a Conservation Area in 1990 largely on account of its historic connections with Hull's deep sea fishing industry. It consists of the lock entrance to the former dock, land and buildings on each side and at the eastern end of the dock and a small part of the silted-up dock.

It is predominantly visible from the main approach road to the city, Clive Sullivan Way. Though it has considerable potential to be an attractive area due to its riverside location and some of its remaining buildings, dock-side features and streetscape, it is in great need of repair and enhancement.

HISTORY

St. Andrew's Dock was originally designed for the coal trade but by the time it opened in 1883 it was earmarked solely for the use of the fishing industry which, with the development of steam powered trawlers and of the railway network, was undergoing a period of rapid expansion. The dock extension was opened in 1897. By the 1930s road transport was challenging rail and the last fish train ran in 1965. The last boom period in the industry was in the early 1970s, but by this time the fish market buildings on the north side of the dock were in need of repair. With the expansion of the freezer trawler fleet it was decided to move the fish docks to new buildings at Albert Dock in 1975 and St. Andrew's Dock was closed. This move unfortunately coincided with the declaration by Iceland of a 200 mile limit, the outbreak of the last Cod War, and a decline in the industry from which it has never recovered.

During the 1980s several factors led to changes in the use of land in the St. Andrews Dock and Dock extension areas, such as containerisation and the concentration of port activities in King George and Queen Elizabeth Docks to the east, the construction of Clive Sullivan Way as the major road into the city from the west and the sudden prominence that this gave to the western docks area, and the trend with increased car ownership towards out of town shopping and leisure uses previously concentrated in the City Centre. Filling of the dock itself began in the late 1980s.

The small dock-related industries located mainly on the south side of the dock either followed the fishing industry to Albert Dock or closed altogether, although a small nucleus of industries remained for some

time at the eastern end of the dock, associated mainly with the ship-repair activities still taking place in William Wright Dock. As buildings become vacant they were quickly vandalised, tendering to encourage the remaining firms to move out.

As outlined above, the history of St. Andrew's Dock is very closely associated with the history of the deep-sea trawling industry, and as the dock itself began to disappear through the development of the site for retail and leisure uses, many Hull people felt that a part of their history was also disappearing, a history with which many of them had close family ties. A strong campaign was therefore launched to save something of the dock and its surroundings, both to explain to future generations what the industry was about and to preserve the memory of the many people who had sacrificed their lives to it.

In December 1990 the area in the vicinity of the lockpit was designated a Conservation Area. This was considered to be the part of the dock area which had retained the strongest links with the previous uses and where there was the best opportunity to preserve what remained of the buildings and features of interest.

SPECIAL CHARACTER OF THE AREA

The area has managed to retain some of its former dockside character. The main positive elements are:-

- i. streetscape imparted by the massing and alignment of the Marr building and the buildings to the south astride the access road, the buildings along the side of the former lockpit, and the Lord Line building along the end of the former dock and the alleyway up from the Humber towards the Marr building;
- ii. the spatial enclosure at the eastern end of the former dock presented by the mass of the derelict Lord Line building and the Marr building;
- iii. the strong lines of the former lock pit and what remains of the walls of the former dock;
- iv. the vicinity of buildings, many small scale, their form being imparted by their original use with, for instance loading cranes over doors at first floor level and external staircases. None is particularly distinguished, apart from the tower of the former pumping station, which is a strong element in the view along the access road, but they read as a group;
- v. interesting views over the River Humber, from Clive Sullivan Way as well as from within the Conservation Area, including glimpses down alleyways as well as wide vistas from the riverside walkway and the vantage point at the entrance to the lock pit and of shipping activity in the nearby William Wright Dock: the bustle contrasting with the quiet desertion of St. Andrew's Dock with ships terminating the vista eastwards along the access road;
- vi. interesting evocative details including such as bollards, capstans and winding gear for the derelict lock gates;

glimpses of railway lines within road surfacing, a small crane adjacent to a former engineering building and surfacing material including stone setts.

Only one building is listed as of architectural or historic interest, the hydraulic tower and pump house near the south east corner of the area [grade 2]. Built around 1870 it provided hydraulic power to operate the lock gates. The massive brick and ashlar tower formerly supported a tank to provide the head of water required.

As throughout most of Hull, brick is the predominant material, with stone used only where extra strength is required, with slate roofs and wooden details such as window and door cases and gutters. Structural steelwork and flat roofs are evident in the more modern industrial buildings and the Lord Line Building is predominantly reinforced concrete with steel windows. Attractive features are the oriel windows to buildings overlooking the dock entrance which must in the past have given a good view of approaching trawlers for the previous office users.

The setting of the buildings is still recognisably a dock-side one, with a former entrance lock, a silted up but not completely filled dock, former lockgates and detailing already referred to.

Attractively designed railings have increased safety for visitors to the river front, a necessary measure if more people are to be attracted to

the area, though one inevitably reducing the exhilarating feeling of exposure and danger associated with docks and water. These will be removed when the National Rivers Authority installs flood walls, again a necessary protection to enable reuse of the area but one further reducing the area's character. It is intended that careful design of the wall should ensure that as far as possible it is a visible asset.

The south side of the entrance to the lock pit has in recent years become the site of annual service of remembrance for lost trawlermen, and a memorial plaque on a stone plinth is sited here.

NEGATIVE ELEMENTS

The main element detracting from the character of the area is undoubtedly the very poor condition of many of buildings. Most of the smaller buildings are derelict or semi-derelict and suffering from trespass, vandalism and arson. Others are in need of substantial repairs.

Only one of the cluster of small buildings adjacent to the lock pit is still in use, by a firm of photographers. A group of small engineering firms occupies the buildings adjacent to the hydraulic tower. Apart from these it is only the larger, more modern buildings which are occupied, by the Sea Fish Industry Authority (a 1970's building),

Globe Engineering (Hull) Ltd. (1932) and J. Marr and Sons Ltd. adjacent to the Lord Line building on the former dockside.

Other negative elements include:

- i. the poor environmental quality and lack of upkeep of the floorscape, with patchy areas of stone, tarmac and concrete, and areas of missing setts;
- ii. dump of rubbish within buildings, in the dock itself and on neglected and overgrown land;
- iii. haphazard parking of vehicles in connection with the remaining businesses;
- iv. the derelict timber staithe on the Humber frontage. Its dangerous condition prevents access along the river front east of Globe Engineering's premises and detracts from the appearance of the area;
- v. the large gap to the west of the Sea Fish Industry building, occasioned by demolition;
- vi. the road across the former lock pit;
- vii. the silted up former dock.

CONCLUSION

The special character of this area rests largely on three elements; (1) its historical connection with the fishing industry and those remaining features which are evidence of its previous use as a dock, (2) its remaining streetscape and building groups and (3) its riverside

location with views out over the river and of remaining ship-related activities.

It is a potentially attractive area whose prominent location and close proximity to leisure uses in the 'St. Andrew's Quay' development mean that people could be encouraged to enjoy it but currently the very poor condition of the buildings and overall appearance are a deterrent to visitors.

It is of a considerable historic interest in the minds of local people but needs very substantial investment if its character is to be preserved and enhanced and its history interpreted to enable it to be understood by future generations. It is likely that this can only be achieved by redevelopment of the majority of the area in a manner reflecting the essence of the physical form of the area's special character.

Approved by the Planning & Design Committee, 23rd October, 1996

Appendix Five – Planning History

No.	Date of Decision	Application Reference	Works	Decision
1	26/06/91	91/00984/LE	Total Demolition of Four Buildings - The South Side of the Former Lock	Refused
2	26/06/91	91/00985/LE	DEMOLITION OF TWO BUILDINGS - South of Lock Pit	Granted
3	26/08/99	97/01191/LE	DEMOLITION OF LORDLINE BUILDING AND OTHER BUILDINGS	Unknown
4	24/09/99	98/00914/PO	REDEVELOPMENT OF ST ANDREWS DOCK BASIN COMPRISING THE ERECTION OF BUILDINGS FOR USE AS: Hotel & Casino, Restaurants etc.	Refused
5	24/03/99	99/00779/LE	DEMOLITION OF LORDLINE BUILDING AND OTHER BUILDINGS	Refused
6	25/06/2004	03/00696/OUT	1) Erection of 222 residential units comprising apartments and houses. 2) Construction of ancillary retail/A3 unit (13, 500sqft total). 3) Construction of access roads amenity areas, car parks and landscaped areas. 4) Conversion of existing buildings to provide A1, A3 and D2 uses and heritage centre. 5) Laying out of memorial garden and amenity area.	Approved
7	16/12/2003	03/00697/CON	Demolition of buildings within St Andrews Dock Conservation Area	Approved
8	01/07/2005	05/00710/FULL	Works to former dock and lock pit to create water feature.	Approved
9	06/07/2011	09/00048/RES	Erection of 232 dwellings (houses and flats); construction of retail and restaurant units; filling in of dock to form open space; construction of car parks and access roads and landscaped areas (application for approval of reserved matters)	Refused
10	05/08/2010	10/00459/CON	Demolition of two storey brick building	Approved
11	18/09/2012	12/00250/CON	Demolition of J.Marr building, Albert Club, River Chambers and adjoining buildings, Bank building on north side of dock	Refused
12	18/09/2012	12/00251/FULL	Erection of 6 buildings over 5 and 6 stories to provide student accommodation comprising 1231 bedrooms with associated ancillary spaces, gym, retail unit and cafe. Restoration of dock as water feature. Laying out of landscaped area, footpaths, parking areas, cycle parking facilities and associated plant buildings.	Refused

13	12/06/2013	12/00977/FULL	As above Above (conditioned 16/00244/CONDET & 16/00866/CONDET, 16/01281/LAW & 16/01762/LAW refused)	Granted
14	12/06/2013	12/00978/CON	Demolition of J.Marr building, Albert Club, River Chambers and adjoining buildings, Bank building on north side of dock (application for Conservation Area Consent).	Approved
15	11/12/2017	17/00773/FULL	Full Demolition of Lord Line Building	Refused
16	11/12/2017	17/00774/LBC	Demolition of Pump House and adjoining workshops	Refused
17	06/06/2018	17/01679/FULL	Change of Use of Ground Floor from Offices to A3 Restaurant/ Cafe/ Ice Cream Parlour and associated repair / refurbishment of Lord Line Building	Refused
18	14/11/2018	18/01106/FULL	Change of use of ground floor from offices to A3/A4 Restaurant/Bar and associated repair/refurbishment of Lord Line Building.	Approved
19	12/12/2020	19/00647/FULL	External Alterations and associated access works – Boston Building.	Approved
20	24/01/2020	19/00648/FULL	External Alterations to External Building, Demolition of Warehouse/Workshops and creation of Car Parking and Landscaped Area – Insurance Building	Approved
21	06/08/2019	19/00650/PCOU	Change of Use from Offices B1 (upper floor only) To Residential (C3) Insurance Building	Approved
22	07/11/2019	19/00653/OUT	Erection of building to provide 40 self-contained flats with undercroft parking and A3 unit on ground floor following demolition of Lord Line Building.	Refused
28	21/11/2019	19/00949/LBC	Repair/Refurbishment of Listed Hydraulic Tower and Pump House and Demolition of Adjoining warehouse buildings	Approved
29	23/11/202	20/00812/OUT	Erection of building to provide self-contained flats with undercroft parking following demolition of Lord Line Building – Appeal Dismissed	Refused
30	11/02/2021	20/01528/FULL	Installation of underground pipeline network, associated with proposed St Andrew's Dock district heating system (Approved as part of Consent Ref 19/00949/LBC) to serve Pump House, Hydraulic Tower, Insurance Building, Boston Building and site of Lord Line Building	Approved
31		23/02785/PCOU	Change of Use from Office To Residential (Use Class E to C3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 As amended)	Pending

Appendix Six – Summary of Public Consultation Response

Public Consultation was completed between the 8 December 2025 and 31 January 2026. Public meetings held include:

- Public Consultation Session held on the 6 January 2026, hosted by the Hull Fishing Heritage Centre. 24 visitors attended.
- Public Meeting on the 15 January, held at the Guildhall. 16 visitors attended.
- Public Consultation Session held on 29 January 2026, at Rayners Public House. One member of the public attended.

In total approximately 1100 visits were received to the online Yoursay portal. This resulted in the completion of 115 surveys, with an additional 12 paper forms being inputted into the online survey. Within the online survey forms 191 qualitative items of feedback were provided, with additional in person feedback being provided at the public consultation sessions.

The online survey asked the question of if agreement was given to the statement that the character appraisal is an accurate reflection of the SADCA. Over half of the responders agreed with this statement, with twelve disagreeing or strongly disagreeing.

Key elements of feedback emerging from the consultation, which are relevant to the publication of the character appraisal include:

- There is a strong communal link to the former dock. Many local residents have memories of working there or family members who worked in the dock.
- Many responders consider that the heritage value of the dock is undervalued.
- The former dock is an active location for memorial and commemoration. Members of the public actively scatter ashes the site and make personal acts of commemoration. The dock is also used to commemorate key events in the history of the Hull fishing industry.
- There is strong public concern about the condition of the site and how it has been allowed to become a derelict area.
- Many local residents think that the heritage significance of the area is undervalued.
- A majority of responders wanted to see the dock restored and offered several suggestions for its new use.
- A small number of responders consider that the area should be demolished, but that the Lord Line parapets should be retained

Additions were added to the text to reflect the outcome of public consultation and to strengthen references to social and communal values.

A letter of support for the publication of the character appraisal was received from Historic England with several suggested amendments. As a result, a copy of the 1996 Character Statement has been added as an appendix to the current document.

Appendix Seven – Local and National Designations

Hydraulic Tower and Pump House, 50 Metres South-East of St Andrew’s Dock

Entry No.: 1197632

Designation: Grade II

Date of Listing: 21/01/1994

Listing Description: Hydraulic tower and pump house, now disused. c1870, with mid C20 alterations. Brick with ashlar dressings and slate roof. Plinth. Rectangular tower, 2 stages, has rebated eaves and flat top, formerly carrying a tank. Longer sides have 2 tall round-headed recesses containing narrow round-headed windows. Shorter sides have 2 similar closely spaced windows. Single storey pump house, to south, has rebated eaves and coped gables. West side has 6 recessed bays divided by pilasters. Each bay formerly contained a round-headed window. These are now blocked, and the fourth bay has a doorway with concrete lintel inserted. The sixth bay retains the head of the original window. South gable has a round window. This building is part of the St Andrew's Dock ancillary buildings, and probably provided the power to operate the lock gates.

Lord Line Buildings

Designation: Local Heritage List

Date of entry: 19/09/2006

Listing Entry: Important landmark building and monument to the Hull fishing industry. Although built at a time of austerity, limited architectural innovation and restricted availability of building materials, the building still manages to proclaim its individuality. Built 1949 in a restrained international modern style (more characteristic of the 1930s) for The Lord Line trawler fleet. Largest and most distinctive of the surviving fish dock buildings at St. Andrew's Dock - home of the Hull trawler fleet from 1883-1975.

