

# Hull

## Port Heritage Summary

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## Abbreviations

ABP	Associated British Ports
c	circa
HE	Historic England
HER	Historic Environment Record (Hull City Council)
LB	Listed Building
LDO	Local Development Order
NER	North Eastern Railway
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
NTL	Normal Tidal Limit
OS	Ordnance Survey
Ro-Ro	Roll on - Roll off
PDZ	Policy Development Zone (a management area included in an SMP2)
SDC	Sunk Dredged Channel
SM	Scheduled Monument
SMP	Shoreline Management Plan 2
SSSI	Site of Special Scientific Interest
STAND	St Andrews Dock Heritage Park Action Group
TEU	Twenty foot Equivalent Unit

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### Cover illustration

The eastern end of Albert Dock.





Fig 1 Location, topography, place-names and features.

## Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-heritage.

This Port Heritage Summary relates to Hull in the East Riding of Yorkshire where seventeen individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Hull's distinctiveness today, to the interpretation of Hull's historical development, and that of the North East and the North Sea. This includes the cultural associations and feelings of local people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Hull's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

Officially named Kingston-upon-Hull, the city's name is commonly referred to as Hull.

## Location

Hull is located on the north side of the Humber estuary at its junction with the River Hull, a navigable river.

The Humber estuary has a deep water channel that extends 22 miles inland from Spurn Point, at the mouth with the North Sea, to Hull. From Hull, the estuary extends further inland to Trent Falls, where the Rivers Ouse and Trent form a system of navigable inland waterways (TIDE Website).

Hull is one of four major ports on the estuary. The ports of Grimsby and Immingham are situated on the southern side of the Humber and Goole is located on the River Ouse, 24 miles west of Hull.

## The Port

The Port of Hull is owned and operated by Associated British Ports (ABP) which also owns and operates all four major ports on the Humber.

Hull is a nationally significant port. It is one of the country's main gateways to Northern Europe and Scandinavia. It is the UK's leading port for the import of softwood timber and handles around 10 million tonnes of cargo every year including forestry products, bulk commodities (aggregates, agribulks, coal, grain) and petrochemicals. There are daily passenger ferry services to Holland and Belgium and it handles over one million passengers a year.

ABP's estate covers 1,214 hectares with large parts of it leased to other operators and companies

P&O Ferries operate passenger, car and freight Roll on – Roll off (Ro-Ro) services from King George and Queen Elizabeth Docks and at Alexandra Dock.

Hull Container Terminal at Queen Elizabeth Dock is operated by PD Ports. It handles over 100,000 TEU (Twenty foot Equivalent Unit containers) each year with services to and from Rotterdam and the Baltic states.

Port storage facilities at King George and Queen Elizabeth Docks include a large cold store for liquid bulks, such as edible oils and petroleum-based products, and an all-weather terminal for climate sensitive products, such as steel.

Albert Dock has a land and sale point for wet fish, with access to cold storage facilities. At Salt End the BP Chemicals plant is the major producer of acetic acid in Europe.

ABP is also the Competent Harbour Authority for the River Humber, one of the busiest waterways in the British Isles.

There is currently a £220 million investment to redevelop part of the port infrastructure as 'Green Port Hull'. This is a joint venture, partly funded by the Government's Regional Growth Fund, with the main partners being Hull City Council, East Riding of Yorkshire Council, ABP and the German company Siemens. The scheme will involve several areas of portside redevelopment and has already seen the creation of a biomass handling facility.

A major part of the investment will involve the redevelopment of Alexandra Dock to provide a new offshore wind turbine manufacturing and export facility. An additional 300 hectares of dockside land at Albert Dock, Queen Elizabeth Dock and an outlying site at Paull will also be available for wind turbine manufacturing, assembly and storage (ABP 2012, 2013; ABP Website; Green Port Hull website).

## Local Authorities and heritage organisations

Hull comes under Hull City Council, a unitary authority, which oversees management of the Humber Sites and Monuments Record (SMR - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

Hull's HER extends to cover the area of Salt End. Salt End, in terms of Local Authority, sits within the East Riding of Yorkshire Council, as the boundary with

Hull City Council is formed by the Old Fleet to the west of the BP chemicals plant.

The Historic England (HE) Yorkshire office is in York. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

The archaeological and historical significance of Hull lies in its origins as a medieval port and its sequence of dock developments in the 18th and 19th centuries. Much of its historic harbour and port structure survives, with many important port-related historic buildings still standing within the 19th century extent of the town.

The later 20th century has seen substantial regeneration of much of its historic docklands into residential, recreational and retail spaces but Hull remains one of the country's most important ports and one of the city's principal employers.

### Early origins

The topography of the Humber estuary was formed in the last Ice Age. Its coastal edges have since fluctuated due to floods and sea level changes.

Flint flakes dating to between the Mesolithic and Bronze Age have been discovered along the Humber's coastal margins, suggesting these areas were used for hunting and gathering during prehistory. Archaeological evidence shows that the coastal land in the Bronze Age was a mixture of salt and freshwater marshes intersected by tidal channels and inlets susceptible to flooding (Cottam and Cox 2011).

Three Early Bronze Age boats were discovered near Hull at North Ferriby. One of these is the oldest example of a sewn plank boat in Europe, dating to around 2030 -1780 BC (Sturt and Van de Noort 2013; North Ferriby Boat website).

Iron Age and Roman period settlement and salt production occurred on the edges of the estuary. Two settlement sites near Immingham were located on narrow coastal inlets surrounded by fenland (Cottam and Cox 2011).

The Angles and Frisians and later, the Vikings, had a considerable impact on the region in the early medieval period. The Humber estuary and its river tributaries were an easy way to access inland areas, and trade passing to and from York, an important commercial centre, would have passed along the river.





Fig 2 Warehouses on the River Hull respect the lines of former medieval staithes east of High Street.

## A thriving medieval port

The importance of the Humber for seaborne trade continued into the later medieval period. Hull was established in the 12th century as a small settlement and port for the export of wool by the Cistercian monks at Meaux Abbey (near Beverley). The port was built on low-lying land at Myton at the former confluence of the Hull and Humber Rivers (the original route of the River Hull was further to the west of its present course).

In the 13th century a new channel for the River Hull was cut to the east (near its current location). This used the line of an existing stream or inlet known as Sayers Creek.

At this time Hull was known as 'Wyke upon Hull' – Wyke may derive from the Scandinavian word *vik*, meaning 'creek', or from the Old English *wic*, meaning 'trading settlement' (Gurnham 2011; British History Online Website, Medieval Hull).

By the end of the 13th century Hull was the third largest wool exporting port in England. In AD 1293 King Edward I bought Wyke upon Hull and the monks' land at Myton to develop the site as a royal port, re-naming it Kingston-upon-Hull.

The medieval core of the town developed to the west of the realigned River Hull, the mouth of which formed the harbour or haven. A new quay, the Kings Staith, was built in AD 1297, running east to the river from where the present day Bishop Lane meets High Street. High Street probably marked the line of the river edge by the 13th century and other jetties, or 'staithes' probably extended into the river along its length, with more built during the 14th century. 'Staith' derives from the Old English *staeth* meaning 'landing place'.

Over the following centuries Hull's quay frontage moved gradually eastwards through progressive reclamation, creating a narrower, deeper river channel. Wealthy merchants established wharves and warehouses on the newly created land and the existing staithes evolved as narrow lanes – a street pattern that still survives today. Notable amongst Hull's wealthiest merchants in the 14th century were the Pole brothers, Richard and William, who won royal favour and eventual knighthoods.



Fig 3 Looking west along Scale Lane, formerly one of the medieval staithes accessing the River Hull.

William and Richard made their wealth from the wool trade which continued to dominate Hull's export market into the 14th century. Hull was also one of main wine trading ports in England (Friel 2003; Gurnham 2011).

Fishing also developed as a major port-related industry during the 13th and 14th centuries. Hull grew to become one of the main ports, alongside Bristol, with the capacity to furnish the large ships needed for the long voyages to the fishing grounds off Iceland, Norway, Lapland and Russia. Whaling also became a profitable industry for Hull, with ships from the port working off Bear Island and Spitsbergen, in the Arctic Circle off Norway. Reaching a peak in the 14th century, fishing declined a century later due to ongoing conflict between the English, Danish and Hanse merchants.

The Hanseatic League of merchants was a union of towns from the Baltic regions, Germany, Scandinavia and Russia. Established during the 13th century it developed as a major economic superpower, dominating northern Europe. Their trading stations, or 'Kontore', were often known as 'steelyards' in England, after the original trading hall in London. A steelyard is documented in Hull but its location is not known. At first, the Hanse merchants enjoyed royal protection in England due to the amount of foreign trade they brought into the country but relations declined into the 15th century, being only briefly restored through the Treaty of Utrecht in AD 1475 (Friel 2003; Richards 2007).

Although Hull was a successful port, the Humber and the River Hull were not always easy to navigate. In the 15th century the dumping of ship ballast and the casting of anchors into the banks of the haven were banned, to ensure safe navigation. Siltation was also a problem as the naturally-formed banks of the river were prone to collapse (Gurnham 2011).

A Seamen's Guild in Hull had been founded in AD 1369 from a 12th century affiliation with the Holy Trinity Church. A guildhall, almshouses and chapel were built in the 15th century on land donated by the Carmelite Friary next to the medieval Posterngate. The guild was one of only six known to have existed in England in the 14th to 15th centuries.

In AD 1581 it was formalised under a charter of Elizabeth I as the Guild of Masters and pilots, Seamen of the Trinity House in Kingston-upon-Hull.

The Guild was responsible for the safety of shipping and river pilotage and the welfare of mariners and their families in times of need (Friel 2003; Gurnham 2011; Hull Trinity House Website).

Hull continued to flourish and by the early 16th century it had risen to become the second largest port in England, after London. The main trade was with Germany and the Netherlands. Trade with the Baltic ports also increased, exchanging cloth and hides for black flax, pitch and tar, and in bad harvest years, much needed grain. Ships also brought back wine from Calais and wine and oil from Spain and Portugal (Gurnham 2011).

Fishing was once again crucial to Hull's economy. East coast fishing boats from as far as Whitby (Yorkshire) to Yarmouth (Norfolk) were encouraged to take their catches to Hull for shipment up the Humber. In 1582 Hull received a special royal licence to import herring for distribution inland. New facilities to cure fish were built and in 1578, Hull was described as the best market for fish in England (Friel 2003; Gurnham 2011).

The 16th and 17th centuries saw periods of military and political unrest and during the 1540s King Henry VIII built a series of artillery forts around the English coast to defend against French and Spanish attack. A gun battery was built on 'the Foreland', a spit of land on the west side of the River Hull, south of the town walls. This was replaced in 1627 by a brick fort known as South End Fort. Prior to this the haven had only been defended by a boom and chain stretched across the River Hull in times of danger (Gurnham 2011).

During the Civil War of 1642 to 1651 Hull was a Parliamentary stronghold. It was a difficult time for Hull's merchants, whose trade with northern Europe and the Baltic particularly suffered. Following the end of the war, a new fort was constructed on the east bank of the River Hull. 'The Citadel' extended to 30 acres and was surrounded by a wide moat (Friel 2003; Gurnham 2011).

In 1685 an Act of Parliament was passed to encourage shipbuilding in England. Before this the industry had been on a relatively small-scale in Hull but following the Act it prospered, building more ships than any other port beside London, including large naval vessels for the Admiralty. The shipyards were sited along the River Hull to the north of town, in the area of Wincolmlee (Friel 2003; Gurnham 2011; Hull History Centre Website).

Hull's trading links were in better health by the end of the 17th century, with the major exports being wool, fish, coal and lead. Imports included French wine, Baltic timber and iron.

## From Merchant Port to Industrial Docks

The 18th century was a period of significant change for Hull, transforming the medieval port into a major industrial port and docks.

At the beginning of the 18th century shipbuilding was the only large scale manufacturing industry in Hull. One of the most rapidly growing industries of this period, however, was seed oil extraction. A number

of oil crushing mills were soon established in the growing industrial quarter of Wincolmlee.

The most important export markets for Hull during the 18th century were Germany, the Netherlands, and increasingly, Russia. Tobacco became an important import from America.

Hull's Trinity House Guild continued to play a leading role in the port's development. The 15th century guildhall was rebuilt in 1753. The Guild was instrumental in introducing navigation aids to assist safe passage along the River Humber, including lights at Spurn Point, the Bull Lightship and the Humber's first light float (Hull Trinity House Website).

In 1770 an artificial waterway or 'navigation' was cut from Aike Beck near Beverley to the market town of Driffield. The Driffield Navigation was intended to improve the navigable extent of the inland waterways linked to the River Hull at a time of growing prosperity in maritime trade (UK Canals Network Website).

One of the distinctive craft that used the Driffield Navigation and plied its trade on the waterways of the Humber estuary was the 'Humber Keel'. This flat-bottomed square-rigged sailing barge was designed to stand the heavy cross currents and short swell of the Humber River and was ideal for navigating the shallower waters of the River Hull and its inland waterways (Humber Keel and Sloop Preservation Society Website).

Up until 1773 the focus of Hull's maritime trade was the quaysides and landing staithes within the Old Harbour, or Haven, on the River Hull, with the merchants located nearby, along High Street. However, the restricted space for quay development, the high volumes and increasing size of river traffic, together with siltation of the river channel, began to hamper the port's further expansion.

In 1773 the Hull Corporation, Hull Trinity House and the Hull merchants formed the Hull Dock Company, the first statutory dock company in Britain. In 1774 they obtained the Hull Dock Act, granting permission for a new wet dock for the town. The dock was designed by civil engineers Henry Berry and John Grundy and was constructed to the north of the town on the site of the medieval town wall and ditch. 'The Dock', later 'Queen's Dock', opened in 1778. It covered ten acres in area and was able to accommodate up to 100 square-rigged vessels. New fashionable suburbs were laid out by the Dock Company, in the vicinity of George and Charlotte Streets, and the merchants began to relocate there from High Street (Wheatley 1990; Friel 2003; Gurnham 2011; Hull History Centre Website).

Access to Queen's Dock was via the River Hull. In 1781, a canal was proposed to connect the dock with the Humber to ease navigation but the decision was delayed. Meanwhile, the rapid growth in trade increased the demand for additional dock space and in the early 19th century two further docks were built, again following the line of the town wall and its outer ditch (Gurnham 2011; Hull History Centre Website).





*Fig 4 Looking northwest from the 19th century lock of the Humber Dock across the modern marina.*

The Humber Dock, and as its name suggests, gave direct access to the River Humber, helping to relieve the pressure of traffic on the River Hull. Construction began in 1803 to a design by John Rennie (Senior) and William Chapman. It opened in 1809 and covered an area of six acres. In 1810 Corporation Pier was constructed to the east of the Dock, on the edge of the Humber, as a ferry terminus for the Hull to New Holland Ferry.

The third dock, Junction Dock (later Prince's Dock), designed by James Walker, was built in 1827 as a link between Humber and Queen's Docks. Its construction removed the last surviving section of the medieval town wall. All three docks were interlinked by locks.

At this time Hull's main export was cotton twist cloth from Lancashire. Wheat was the greatest import, brought in to feed Yorkshire's growing population. The new docks enabled the growth of the port and by the 1830s Hull was the sixth largest port in terms of registered tonnage, behind London, Newcastle, Liverpool, Sunderland and Whitehaven. Hull's Trinity House Guild also benefitted and built a new chapel, almshouses and marine school (Gurnham 2011).

The coming of the railways prompted further port expansion with six more docks constructed before the 19th century was over.

The first was Railway Dock, engineered by JB Hartley. It was built on Dock Green, to the west of Humber Dock, by the newly established Hull and Selby Railway Company. Opened in 1846 the Dock served a new goods terminal to the south of it, between Kingston and Railway Streets (Gurnham 2011; Hull History Centre Website).

Construction of the second, Victoria Dock, began on the east bank of the River Hull in 1845 and also opened in 1846. Its main aim was to take pressure off the town docks by accommodating Hull's increased timber trade. Designed by James Oldham, a Hull-born civil engineer, the dock had two entrances, one opening on to the River Hull via Drypool Basin and the other, a larger entrance, opening directly on to the Humber via a double series of basins and locks. The Victoria Dock Branch Line was opened in 1853 by the York and Midland Railway Company under their lease to the Hull and Selby Railway Company (Gurnham 2011).



*Fig 5 The Prince's Quay Shopping Centre, built out over the former Prince's Dock.*

The Victoria Dock was the first dock to push out into the Humber through the reclamation and excavation of the inter-tidal mudflats. Up until its construction the foreshore closely respected the forward line of the former Citadel. James Oldham subsequently became renowned for his knowledge and expertise in reclaiming land from estuaries, particularly the Humber (Gurnham 2011; Grace's Guide Website).

Corporation Pier was renamed Victoria Pier in 1854 and the ferry services from there were initially run by the Manchester, Sheffield and Lincolnshire Railway. To the south of Railway Dock, the Hull and Selby Railway Company had built a wharf at Limekiln Creek and the Manchester, Sheffield and Lincolnshire Railway ran a lighter service from there (Port of Hull Wikipedia page).

All four further dock developments were constructed by competing companies with trans-shipment by rail an important factor in their development. All were built to the west of Humber Dock as extensions into the River Humber by the reclamation and excavation of its inter-tidal mudflats.

The first dock, engineered by John Hawkshaw was initially called 'Western Dock' but was renamed on its opening in 1869 as Albert Dock in honour of Albert the late Prince Consort who died in 1861. The North Eastern Railway (NER) was one of the main companies behind the commissioning of Albert Dock and they expanded their railway sidings along the new quays. When finished, the Dock covered 17 acres and had one of the largest entrance locks in the country. The entrance opened up to Albert Dock Basin (Gurnham 2011; Hull History Centre Website).

In 1875 Albert Channel and Island Wharf were created for the Manchester, Sheffield and Lincolnshire Railway by filling in part of Albert Dock Basin (Port of Hull Wikipedia page).

The next dock opened in 1880 and was a westward extension to Albert Dock. Named William Wright Dock, it was engineered by John Hawkshaw and RA Marillier.

The third late 19th century dock development was St Andrew's Dock. Commissioned by the Hull Dock Company it was again engineered by RA Marillier and John Hawkshaw. It opened in 1883 and was extended in 1897 after the NER bought out the Hull Dock Company in 1893. St Andrew's Dock replaced



Fig 6 The Hull Maritime Museum, formerly the Dock Offices to the north of Prince's Dock, built in 1871.

Albert Dock as the main fishing dock. It was named after a patron saint of fishermen and known to many as 'Fish Dock'.

In 1885 Alexandra Dock was constructed to the east of the town as a response to protests over the NER's monopoly on transport links north of the Humber. The company had already absorbed the earlier Hull and Selby Railway Company and Hull Dock Company. Designed by James Abernethy, Alexandra Dock covered 46 acres and served the new Hull, Barnsley and West Junction Railway, which linked the port with the expanding South Yorkshire coalfields (Gurnham 2011; Hull History Centre Website).

Alexandra Dock was larger and deeper than the previous docks and accommodated the largest ships. The lock gates and loading equipment were hydraulically powered (Gurnham 2011; Hull History Centre Website; Port of Hull Wikipedia page).

By the late 19th century steam power had revolutionised local industry in Hull. Numerous corn mills sprang up along the River Hull to the north of town, capitalising on quicker and cheaper railway transport to import grain from around the country. Unfortunately for the Driffield Navigation the coming of the railway ensured its decline as a major transport artery.

The railway was also one of the key factors behind a renewed rise in Hull's fishing industry from the 1840s, opening up access to the inland markets and fast-growing industrial cities of northern England. The rising industry attracted fishermen from as far afield as Ramsgate (Kent) and Brixham (Devon) who were drawn by the fisheries on Dogger Bank. Hull also developed a sizeable deep water fishing fleet for trawling the waters off Greenland (Wheatley 1990; Gerrish 2000; Gurnham 2011).

By the 19th century the traditional fishing boat was the fishing smack, a rigged sailing boat of variable size, designed for both power and speed and the easy handling of trawl nets. Between 1850 and 1878 Hull's fleet of fishing smacks grew from 35 to over 400. Shore-based industry increased alongside, including foundries, ice works, boat yards and at least 60 fish smoking companies.



Fig 7 Looking west across Albert Dock from the lock.

Near the end of the 19th century Hull was in competition with the neighbouring fishing port of Grimsby. Grimsby had attracted fishermen from Barking on the River Thames during the latter years of the 19th century and many migrant fishermen who had initially settled in Hull from Brixham and Ramsgate were encouraged to join them. Nevertheless, Hull remained an important fishing port (Wheatley 1990; Gerrish 2000; Friel 2003; Gurnham 2011).

Steam trawling was introduced in the early 1880s and by 1900 there were over 6,000 arrivals of steam trawlers into Hull's fishing docks in contrast to just a handful of surviving smacks (Gerrish 2000).

The number of large cargo ships visiting the port of Hull had also increased as its docks grew in size. By the 1870s Hull was the third largest port in the country behind London and Liverpool. As well as the main docks there were a number of smaller dry docks and quaysides located along the edges of the Rivers Hull and Humber, the largest of which was the Hull Central Dry Dock on the west side of the Hull river mouth. By the time of the 1891 census over 4000 seamen were recorded living in Hull and almost as many dock labourers.

The move from sail to steam ships improved trade and in the early 20th century the Humber Keel barges also turned quickly to steam power. The most successful shipping company of the time was Thomas Wilson and Sons, which grew to become one of the largest private ship owning companies of the late 19th century. As well as regular sailings to the Baltic ports it set up weekly sailings to New York and fortnightly sailings to Boston. The company played a key role in shipping emigrants to America from Scandinavia, Eastern Europe and Russia (Gurnham 2011; Humber Keel and Sloop Preservation Society Website).

The Wilson Line prospered and in 1901 it acquired the Earle's Shipbuilding and Engineering Company to build its vessels. First established in 1853, Earle's Shipyard moved to new premises at Victoria Dock in 1861. At one point it was the largest shipbuilding yard on the Humber, building steamers, ferries, cargo ships and trawlers. Increased competition during the 1890s saw a decline in work but it experienced a new turn of fortune under Wilson Line, renewing earlier contracts with the Admiralty as well as building ships for the company. The yard was





Fig 8 'New Mill' on Wincolmlee from the east bank of the River Hull.

finally sold and dismantled in 1932 (Grace's Guide Website).

During the First World War Wilson Line lost a great number of its vessels through enemy action and in 1916 the Line was sold to the Ellerman Line, founded by another Hull-born shipping magnate, John Ellerman. The Ellerman Line also suffered during the First World War as many of its vessels had been requisitioned for use as troop carriers, auxiliary vessels and mine sweepers. The company recovered post war and continued under the Ellerman Line name until 2004, despite undergoing several mergers throughout the 20th century (Gurnham 2011; Ellerman Lines, Wikipedia page; Hull City Council Museums Collections website, Wilson Family page).

In the early 20th century further additions were made to update the port facilities. In 1907, the North Eastern Railway Company opened Riverside Quay on Albert Dock. At Alexandra Dock, West Wharf was added in 1911 to provide deep-water berthing for the export of coal.

Just five weeks before the outbreak of the First World War in 1914, Hull's largest dock opened to the east of Alexandra Dock, a joint operation between the Hull and Barnsley Railway and NER. Designed by Sir Benjamin Baker and Sir John Wolfe-Barry, it covered 53 acres and was named King George Dock. It was the first fully electrified dock in the country, initially used for exporting coal but later incorporating the import and export of grain (Gurnham 2011; Hull History Centre Website; Port of Hull, Wikipedia page).

Another joint venture of the Hull and Barnsley and North Eastern Railway companies in 1914 was the construction of an oil jetty at Salt End. Built to the west of King George Dock for the importation of bulk mineral oil, the jetty accessed the deeper water channel, enabling larger vessels to berth at low spring tides. The move also reflected the increasing size of bulk carriers being used.

During World War Two a number of pillboxes, a gun emplacement and a military camp were positioned at Salt End, part of the more extensive Humber coastal defences protecting the estuary mouth. The oil tanks were set on fire by a hit from a single aircraft during a daylight raid in 1940 (Gurnham 2011).



Fig 9 19th century mill buildings still in use as part of the Maizecor mill complex on Wincolmlee.

## Regeneration

As with many of Britain's major towns and ports, Hull suffered damage during the two World Wars, especially in the working class areas around the docks and the docks themselves. In addition the city lost a great number of its ships and crews through enemy action at sea.

Trade and maritime economy in general were also badly affected, with the shipbuilding and fishing industries taking substantial hits. However, both industries recovered after the Second World War. The Lord Line, a Hull-based trawling company, built new offices at St Andrew's Dock in 1949 and a boom during the 1950s to 1960s saw nearly 80,000 fishermen employed in Hull.

Fishing continued to prosper into the 1970s, with boats becoming larger and better equipped but the Cod Wars with Iceland and the serious decline in fish stocks brought the industry to a virtual standstill in the mid-1970s, with the last trawler leaving St Andrew's Dock in 1975. To commemorate Hull's fishing industry a former deep sea trawler, the *Atlantic Corsair*, has been converted as a museum ship and is now berthed in the River Hull between Drypool and Myton Bridges (Wheatley 1990; Gurnham 2011).

Post-war regeneration in Hull's town centre has resulted in many of the riverside areas and historic port-related buildings being redeveloped for modern use as office and retail space or residential apartments. The pressure for improved dock facilities suitable for the modern port has also resulted in several of the historic docks being infilled and redeveloped.

Queen's Dock closed in 1930 and was later infilled to create an urban park, Queen's Gardens. Prince's, Humber and Railway Docks were closed between 1968 and 1970. Railway and Humber Docks were converted to a leisure marina in 1981 and in 1991 Prince's Dock was redeveloped as Prince's Quay Shopping Centre (Gurnham 2011; Hull History Centre Website).

Victoria Dock was remodelled in 1964 but closed in 1970. In 1988 it was redeveloped as a dockland village. St Andrew's Dock closed in 1975 after the fishing industry was moved back to Albert Dock. It was filled in and partly redeveloped in 1985 as a



Fig 10 The former Railway Dock, now a marina, with the former Ellerman Wilson Line offices in the background.

retail park, St Andrew's Quay. A plaque raised there in September 2010 commemorates the many Hull trawlermen who lost their lives at sea.

Three of the surviving historic docks, Albert Dock, William Wright Dock and Alexandra Dock, were closed to commercial shipping for a time in the late 20th century. Albert and William Wright Docks were converted to use as fish docks in 1975. Hull remains an important centre for marketing fish and seafood and both docks continue as landing points for fish as well as supporting ship repairs and cargo services. Alexandra Dock reopened in 1992 after ten years of closure, due to a high demand for its facilities (Gurnham 2011; Hull History Centre Website).

King George's Dock was remodelled in 1965 for the increasing use of Roll on – Rolloff (Ro-Ro) ferries for freight and passenger transport. An initial ferry service between Hull and Rotterdam was followed shortly afterwards by one between Hull and Zeebrugge, both now part of the P&O Ferries operation. The ferry terminals at King George's Dock are visited by some of the world's largest 'super ferries'.

In 1968 King George Dock was extended on to reclaimed land to the east to create a container terminal (Hull Container Terminal). This new dock was officially opened in 1969 as Queen Elizabeth Dock. By 1975 there were six Ro-Ro terminals between the two docks and that has since risen to ten, with an additional outside berth on the Humber riverfront. There is also a further Ro-Ro terminal at Alexandra Dock (Gurnham 2011; ABP Website; Hull History Centre Website).

In addition to Hull Container Terminal at Queen Elizabeth Dock there is an all-weather terminal, built in 1997. This now handles weather sensitive dry bulk goods such as steel, paper, agribulks, aggregates and biomass products (Gurnham 2011; ABP 2012).

Hull remains one of the country's largest and most important ports, with links to the markets of Northern Europe, Scandinavia, the Baltic ports and Russia. Modern transport links also connect the port by road, rail and inland waterway to markets within the British Isles. The construction of the Humber Bridge closed the Hull to New Holland ferry service from Victoria Pier in 1981.



Fig 11 External Ro-Ro Ferry berth at King George Docks.

The port is a major employer for Hull, sustaining around 5000 jobs within the port and another 18,000 through port-related activities. Extending to an area of around 1200 hectares the port currently handles around 10 million tonnes of cargo annually (ABP 2012; ABP Website).

Chemical development and manufacture at Salt End grew during the 20th century. A second oil jetty was constructed in 1928 and a third in 1958. The original jetty was replaced in 1963. Numbers 1 and 3 jetties continue in use to the present day (Hull History Centre Website; Saltend Chemicals Park Website; Port of Hull, Wikipedia page).

The various companies at Salt End were integrated by BP in 2009 to form Saltend Chemicals Park, Hull's largest liquid bulks complex and Europe's major producer of acetic acid. The park includes Saltend Power Station (gas-powered), commissioned in 2000 (ABP 2012; Saltend Chemicals Park Website; Salt End Wikipedia page).

The historic development of the port of Hull has been the result of its favourable deep water position on the River Humber and its proximity to the leading ports of northern Europe. The modern port has been able to consolidate and expand during the 20th century due to modern technological advances and improved communications links inland. The future growth of the port will depend on its continuing development of port-related industries, at the forefront of which are the new 'green industries'.



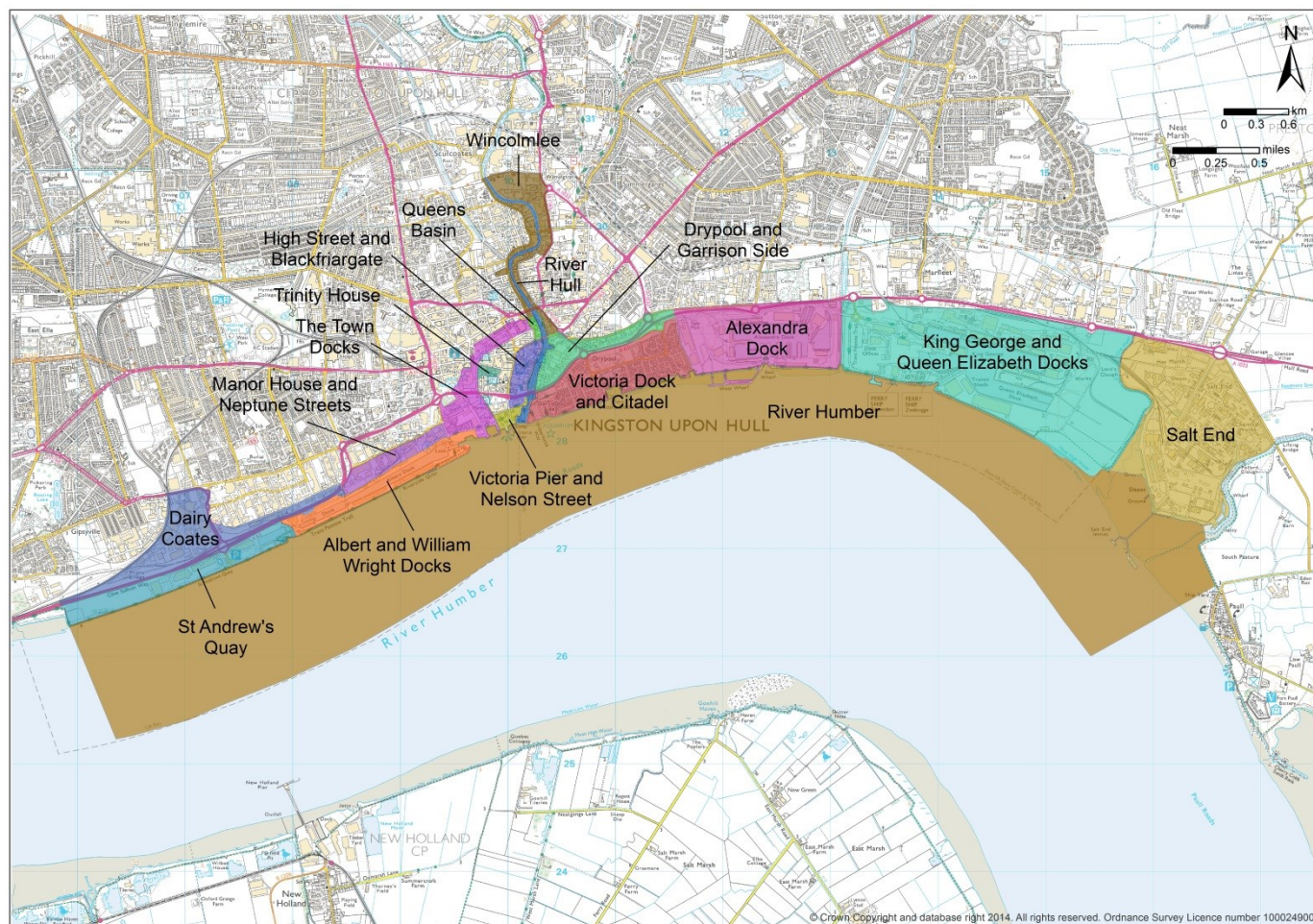


Fig 12 Character Areas.

## Port-related heritage assets and contributions to present character

Hull's overall port-related area has been divided into seventeen distinctive Character Areas (Fig 12).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Hull's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Hull have interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Hull.

### Character Area Summary

#### 1. Salt End

The chemical park of BP Saltend is situated on reclaimed land at Holderness, formerly tidal saltings bordered by open fields until the early 20th century.

BP Saltend is a separate but complementary operation to the modern port. It comprises a group of chemical manufacturing and renewable energy businesses, dominated by the BP chemical plant and Saltend Power Station. The site is laid out in grid form, with large-scale plots containing modern warehousing, offices and car parking. Modern chemical cooling towers, storage containers and electricity pylons dominate the skyline.

The site is bounded by the Old Fleet river to the west and the Hedon Haven to the east. An historic footpath that once ran around the edge of the saltings now skirts the foreshore around the perimeter of the chemical site. Two late 19th century groynes extend from the footpath into the opening of the Old Fleet on the west side whilst several small jetties dating to the late 20th century extend into Hedon Haven on the east side, as far upstream as the tidal barrier. The chemical site now spreads beyond the area of the former saltings, which historically were bounded on the landward side by

## Character Area Summary

the linear sea defence, the 'Guard' or 'Humber' Bank.

The chemicals park is linked to Queen Elizabeth Dock via a branch line railway that now terminates to the northeast of Saltend Power Station. The railway originally continued south to the early oil jetties built out into the River Humber. Its former line is now respected by a modern road leading to the Salt End Jetties. Number 1 Jetty is a 1958 reconstruction on the footprint of the original 1914 jetty. Number 3 jetty dates to 1959. Both jetties extend out into the deep-water channel of the River Humber to allow large modern bulk containers to berth.

The foundations of a small square structure east of the landward end of the jetties may be associated with one of two late 19th century lighthouses that operated from here until the 1960s.

The chemical park is an enclosed industrial site and is not generally accessible to the public.

### 2. King George and Queen Elizabeth Docks

King George Dock was built in 1914 on reclaimed land at Marfleet, with Queen Elizabeth Dock built as a later extension in 1969. The combined docks now form the main hub of the modern commercial port, housing Ro-Ro ferry services to Rotterdam and Zeebrugge and liquid and dry bulk cargo facilities.

Access from the King George and Queen Elizabeth Docks to the River Humber is via a single tidal lock and basin. The extent of the docks is bounded by the Old Fleet to the east and Holderness Drain to the west.

King George Dock largely retains its early 20th century form and structure. The dock walls are constructed of ashlar stonework with some timber framework in places. Several granite mooring bollards also survive.

The railway sidings and goods sheds that once occupied the area at the western end of King George Dock have been replaced by the P&O Ferry terminals and Ro-Ro berths. An external Ro-Ro berth accesses directly onto the River Humber on the south side of King George's Dock whilst a series of modern external concrete jetties extend west along the Humber beside the dock entrance.

North Quay is a modern quay that has replaced a series of early 20th century railway jetties. A single railway line still runs along the edge of North Quay, part of a simple circuit that survives from the early 20th century railway complex. The circuit links with the original docks railway that still loops around to the west of Hull towards Hessle.

Two early 20th century graving or dry docks survive at the eastern end of King George Dock. The southernmost of these is now incorporated within the all-weather terminal at Queen Elizabeth Dock. Queen Elizabeth Dock and the eastern end of King George Dock now house a large container terminal and dry bulk storage as well as a scrap metal yard and coal terminal. This is linked via a series of late 20th century coal hoists and a conveyor system to a coal yard at Kingston Terminal in the east of the site.

## Character Area Summary

The area to the east of Queen Elizabeth Dock is partly reclaimed ground that was formerly mudflats and saltings as far as the western bank of Old Fleet. Alongside the coal yard this area is partly used for overflow storage but is also earmarked as development land for future dock expansion.

The modern docks are not publicly accessible except to ferry passengers but a public footpath runs along the edge of the docks, next to the foreshore of the River Humber. Views from along the footpath extend across the docks and the wider estuary.

### 3. Alexandra Dock

Alexandra Dock, built in 1885, is still used as part of the modern port. It houses a Ro-Ro freight terminal and is largely used for storing and transporting aggregates and dry bulk products.

The dock currently extends between Holderness Drain in the east and the edge of a small industrial estate on Earle's Road in the west. The dock was extended by around seven acres from its original design by 1900, with West Wharf built out into the deep-water channel of the River Humber in 1911.

The late 19th century structure of Alexandra Dock, including two graving or dry docks and the lock entrance, survives largely intact. Construction is of ashlar stonework with rounded copings.

Much of the current dock infrastructure, including the warehouses, travelling cranes and gantries, is probably late 20th century in date. However, a number of late 19th century dock buildings and structures also survive. These comprise a hydraulic engine house and a pumping engine house to the west of the dry docks, and a steam crane to the south of the dry docks at the eastern end of the original dock extent.

The engine houses are constructed of red brick with ashlar stone dressings under slate roofs. The tall round-headed windows are multi-paned with narrow metal glazing bars. The steam crane comprises a triangular steel cabin mounted on roller track with a cast iron boiler to the rear. The whole stands on an ashlar stone base with stone steps on its east side and a wrought iron handrail and balustrade.

The peripheral areas of the dock are now largely used for storage of aggregates and dry bulk goods. Historically these areas were timber yards and railway sidings, with a series of coal hoists along the quaysides. Road transport has now replaced the railway and there is currently no external rail link to the wider rail network.

The early 20th century West Wharf is currently unused and awaits redevelopment. Weather beaten and neglected, its piers are reduced to their timber framework, the east entrance on to the wharf is grassed over and the buildings are in disrepair.

The dock area is not accessible to the public but the current redevelopment of the docks as part of the Green Port Hull scheme has recently opened a new footpath and cycleway for the public to view the ongoing works as part of the riverside trail.



## Character Area Summary

### 4. Victoria Dock and Citadel

Developed in the late 19th century as an area of timber ponds and yards, Earle's shipyard, and basins linking the wet dock of Victoria Dock to the River Humber, the Area was comprehensively redeveloped in the late 20th century for residential housing. The southern part of the Area is built on land reclaimed from the foreshore of the River Humber.

Victoria Dock has been infilled to create Victoria Park but the modern development has retained the 19th century ashlar stone walls of the outer basin, its entrance locks and swing bridge (near South Bridge Road). To the west of the basin, the former patent slip (to launch vessels using a cradle and an inclined way) of a shipbuilding yard has been modified to create a linear pond as part of the modern redevelopment. The 19th century red brick winding engine house and chimney survive at its northern end.

At the eastern end of the Area the foreshore retains two small tidal inlets. These are all that survives of the tidal basins belonging to Earle's shipyard. There are a number of wrecks in the foreshore here. Below the line of high water they are largely swamped by tidal mudflats.

The former Victoria Dock itself now underlies Victoria Park, an open park and sports ground with wooded edges to the north bordering Garrison Road. A row of 19th century mooring bollards have been incorporated into the design of the park entrance off South Bridge Road.

To the west of Victoria Park is a further area of open green space, partially occupied by Victoria Dock School, a residential cul-de-sac and a children's play area. These now occupy the major extent of the former 16th century Henrician castle and blockhouses and the 17th century star fort, The Citadel, which replaced these. A large scrubby mound at the western end of the open area marks the remains of the 19th century Citadel Hotel, rebuilt following a catastrophic fire in 1893 but demolished in 1960.

Returning to the edge of the Humber, the modern aquarium and marine research centre 'The Deep' is a futuristic building of glass and concrete. It occupies part of a modern riverside complex that replaces the former 19th century Humber Iron Works, a shipbuilding and engineering works. This was constructed on land reclaimed from the River Humber by using mud dug during the construction of Victoria Dock. The Deep is a distinctive and eye catching landmark at the entrance of Hull's historic harbour and is seen as a flagship for the future regeneration of the city.

This Area is fully accessible to the public and includes areas of open green space and riverside walks.

### 5. Drypool and Garrison Side

Now dominated by modern industrial estates the Area is no longer part of the modern port. During the 19th century, however, it was a series of timber yards and railway sidings developed around Drypool

## Character Area Summary

Basin and Victoria Dock. Previous to this development as part of the industrial docks, the Area had formed the landward edge of the River Humber, and at its western end, the eastern flank of the mouth to the River Hull. As a reflection of Hull's strategic importance as a port in the 17th century, this was once the site of a garrison built to defend it from attack.

On Citadel Way and Hedon Road modern industrial units are interspersed by the occasional late 19th to early 20th century buildings. Along Tower Road two warehouses occupy a strip of open ground bordering the River Hull. These were originally part of a string of riverside warehouses, intermixed with small dry docks and quaysides. The northernmost warehouse was built in 1901 and served as a buoy shed for Trinity House.

At the northern end of Tower Street, next to the River Hull, the western entrance of the mid-19th century Drypool Basin still survives. The basin walls are constructed of ashlar stonework edged by large horizontal and vertical inset coping stones. A set of stone steps are set into the northern wall at the river end and the remains of timber drainage chutes are set at intervals along the basin walls. A number of historic iron mooring bollards are set around the top of the basin walls. The modern road now runs across the infilled lock gates.

To the north of Drypool Basin is the mid-20th century Clarence Flour Mills complex. Built on the site of earlier 19th century timber yards and a small residential street, the complex is dominated by a brick-built silo, which is to be demolished. All that remains of the earlier buildings on the site is the former Waterloo Tavern, now an antique dealers and salvage yard.

To the east of Drypool Basin is an enclosed park bordered by brownfield land. The park occupies the site of St Peter's Church and cemetery. The brownfield site was formerly the inner section of Drypool Basin, the River Hull entrance to Victoria Dock. There are foundations of former buildings and structures within the brownfield site that may be buildings associated with the 19th century basin lock and adjacent timber yards.

The modern trading park on Citadel Way overlies the northern end of the 17th century 'Citadel', which formerly extended south to the River Humber and east towards the edge of Victoria Dock Basin.

### 6. Wincolmlee

A strip of 19th and 20th century industrial development including several mill complexes flanking both sides of the River Hull, from Drypool Bridge northwards to Wilmington Bridge. During the late 19th century the Area was occupied by numerous flour and oil seed crushing mills as well as small shipyards, many with small dry docks, wharves and jetties extending along the riverside. Historically, before the coming of the railways, the Hull River provided the main transport link between the mills and their chief markets. The distinctive Humber Keel barges were a common sight on the river during the

### Character Area Summary

19th century but since the late 20th century the focus has increasingly shifted to road transport.

Large mill complexes are still found in the Area today including Maizecor, Chambers and Fargus and Flour Mills. Both the Maizecor and Chambers and Fargus sites retain a number of late 19th century buildings.

The 19th century mill buildings are typically of red brick construction, often with architectural features that relate to their historic industrial function. Further 19th century industrial buildings also survive in this area but are often no longer in use and await redevelopment; High Flags Mill, for example.

Between the smaller industrial premises, aggregate yards and trading centres are many brownfield sites and car parks. Incorporated within some of the smaller yards and industrial premises are also a number of surviving late 19th and early 20th century store buildings and warehouses, along with sections of exterior yard walls (the John Brocklesby Metal Management and A & E Woodward Ltd sites on Lime Street are just two examples). These historic structures are also typically constructed of red brick and are relatively utilitarian in form and design.

A number of the smaller premises are boat sales yards or marine engineering companies, maintaining a modern connection with the port of Hull and the river.

#### 7. Queen's Basin

This Area comprises the east side of north High Street and Dock Office Row. It includes several areas of brownfield land with late 18th and early 19th century historic buildings, many of which were associated with the past use of the port.

This Area is no longer part of Hull's working port but the former Queen's Dock Basin and two adjacent dry docks still survive close to their original form with limited late 19th and early 20th century alterations. The northernmost dry dock is constructed of mainly rendered brick with ashlar stone copings and is Grade II Listed. The remaining dock and the basin itself are of similar construction, and adjacent to Queen's Basin there is a 19th century red brick warehouse and a 'Scotch-derrick' crane of 20th century date. The site is unused and has recently been granted planning permission for residential redevelopment.

Historic buildings in this Area include a number of late 18th or early 19th century red brick buildings, which include the former Dock Offices of the Hull Dock Company on Dock Office Row. A late 18th century building, 'Blaydes', on High Street, may incorporate part of an earlier merchant's house. Currently this building stands within an area of open waste ground and car parking but during the late 19th century this was an area of mills and warehouses. Earlier still it would have been part of the merchant's quarter on High Street. Blaydes Staithes to the south of the property would originally have been one of the historic staithes accessing on to the River Hull.

High Street and Dock Office Row have good public

### Character Area Summary

access but the former dry dock and Queen's Basin is closed off.

#### 8. High Street and Blackfriargate

Part of the town's historic core, this Area was Hull's post medieval merchant's quarter and the main port area between the 13th and 18th centuries.

The narrow cobbled street of High Street, and the lanes off it, is now a mix of residential and retail premises. The northern part of this Area has a concentration of distinctive historic buildings, whose scale reflects the prosperity of the merchants who once resided there. Many of the buildings are 18th or early 19th century in date with older elements dating back to the 17th and 16th centuries in some cases. Buildings are typically of red brick, whilst those dating to the late 18th century have simple symmetrical frontages, the 19th century buildings reflect more individual architectural design.

The east side of High Street contains a mix of utilitarian warehouses amongst the finer-built residences. Narrow lanes also run at intervals between the buildings on this side of High Street. These still bear the names of the former staithes that accessed the river before port-related development pushed the river foreshore eastwards.

The warehouses are also typically constructed of red brick but with simpler industrial forms reflecting their original purpose. High Street and the lanes and staithes that join it are narrow and cobbled, with brick or stone pavements along some sections. The general character of the Area is enclosed and quiet within the narrow streets, with a more open feel along the riverside where it can be accessed. These back areas along the River Hull, formerly the working areas of the medieval and post-medieval port, also have a more functional character to them.

South of Liberty Lane the predominant character is one of modern redevelopment. This echoes the style and character of the former historic buildings and warehousing, continuing the use of red brick construction and industrial building styles. It also retains some of the medieval gridded street pattern and the narrow feel of the cobbled streets and staithes.

The modern A63 link road runs through this Area to the south, connecting the east and west sides of the River Hull. It is indicative of the changing focus of the port, from the medieval harbour on the River Hull through to the current port areas that face onto the River Humber. The road links have largely replaced the extensive system of dockland railways built in the 19th century docks.

The A63 city link road now runs to the north of Blackfriargate, which marks the southern edge of the medieval walled town. To the south of the modern road is an area of open green space and brownfield land awaiting re-development. This area was once known as the Foreland, the sliver of land between the medieval walled town and the River Humber. It was also the site of the 17th century South End Fort, constructed here to guard the mouth of the River



## Character Area Summary

Hull. Humber Street marks the line of the medieval Humber foreshore.

### 9. Victoria Pier and Nelson Street

An area of 19th century riverside development south of Humber Street on land reclaimed from the Humber during the early 19th century using spoil from the newly built Humber Dock. The development included genteel hotels, offices and private residences that grew up around the early 19th century Victoria or Corporation Pier and the terminus of the Hull to New Holland Ferry.

The 19th century character of Nelson Street and south Queen Street is still evident today. The genteel buildings lining Nelson Street look out on to the bright and open space of a wide brick-paved and tree-lined riverside promenade. During the 19th century this was the terminus of a tramway service to Victoria Pier run by the Manchester, Sheffield and Lincolnshire Railway Company. Their former offices, the old Corporation Pier Station on Nelson Street, is a fine red brick building with ashlar stone dressings dating to 1880.

Another notable building within the Area, on the corner of Nelson Street and Queen Street, is the Pilot Office, the former headquarters of the Humber Pilot Service, designed by John Earle and built in 1819 of red brick with ashlar stone dressings.

Closed to ferry services since 1981 when the Humber Bridge was built, Victoria Pier, with its timber uprights and wooden decking, is an open recreational area for the public to enjoy the views to the estuary.

The riverside connection continues with a linked system of walkways, cycle paths and open brick-paved riverside along the west bank of the River Hull, from where a narrow bridge links with The Deep on the east bank. Near the bridge is the former Hull Central Dry Dock, constructed of stepped ashlar stone block in c1820. The area is currently being redeveloped for offices but the dock is to be retained as part of the scheme.

The back streets behind Nelson and Queen Streets and Wellington Street itself, are a mix of 19th century housing and small-scale industrial premises that grew up on the newly reclaimed land. This is now an area of brownfield land outlined for regeneration.

The overall feel of this area is one of public open space and leisure areas along the riverside, in contrast to more private dwellings and businesses within the smaller back streets.

### 10. The River Hull

The River Hull today is now a quiet tidal waterway dividing the city between east and west but up until the early 19th century it formed Hull's main harbour. Until recently, the river continued to be frequently used by smaller craft, mostly barges and small freighters, serving the wharves and quays in the Wincolmlee Character Area.

Although eclipsed by the construction of the industrial docks from the mid-19th century onwards,

## Character Area Summary

the river's continued use as part of the broader port is evidenced by the construction of the moveable bascule and swing bridges along its length.

Since 1980, the mouth of the River Hull has been protected by a tidal barrier to prevent tidal surges and potential flooding of areas upstream. The river mouth south of the barrier was extended out into the River Humber during the 19th century as a result of progressive land reclamation during this period.

The river between the tidal barrier and Drypool Bridge to the north lies adjacent to the medieval core of Hull and the post medieval merchant's quarter bordering High Street. It is known as the 'Old Harbour' or 'The Haven' and was once the core of the medieval harbour.

To the north of Drypool Bridge the River Hull is still flanked by industrial premises and mills, continuing a history of industrial use from the early 19th century. During this period the River Hull was a primary communication link with the wider network of railways, canals and seaborne shipping.

Access to and along the River Hull is open along some of its length, particularly towards the river mouth where modern urban redevelopment has actively focused on riverside walks and amenities. Further upstream, within the industrial quarter, the river is navigable to small craft but the landward banks are generally enclosed within industrial riverside premises.

### 11. Trinity House

A block of 18th and 19th century buildings, originally belonging to Hull Trinity House and now partly within Hull's commercial core. The Area incorporates the site of the medieval Trinity House guildhall and the expanded 18th and 19th century Guild premises, which included a chapel, almshouses and a marine school. An early 19th century warehouse, now a hotel and club, on the south side of Posterngate is also included.

Trinity House is a mid-18th century building facing east onto Trinity House Lane and south onto Posterngate, with a substantial white stucco facade and a brightly painted moulded pediment above the main entrance. To the north of Trinity House is a mid-19th century Classical Revival style office building, now used as shops.

The remaining buildings facing onto Posterngate are largely 19th century in date and include Carmelite House, formerly Trinity Almshouse, dated c1827 and the former Department of Transport Marine Offices, a Gothic Revival building dated c1874. These back on to Trinity House Yard (or Buoy Yard), which houses an early 19th century chapel on the site of an older late 18th century chapel. The 19th century Marine School (which replaced the original founded on a different site in 1787) is currently undergoing demolition to create a car park.

The Sugar Mill is a modern hotel and club situated within an early 19th century red brick warehouse at the junction of Posterngate and Prince's Dock Street. A date stone on the front gable bears the inscription

## Character Area Summary

J P 1831.

The west side of the Area comprises a row of buildings on Prince's Dock Street, now facing on to the remaining part of Prince's Quay. The current buildings date largely to the early 19th century and are primarily small commercial premises and restaurants. They include Roland House dated c1822, formerly Ferres Almshouse, built for Trinity House. The gatehouse to Trinity House Navigation School, in Classical Revival style with Doric pilasters, stands adjacent to Roland House to the south.

The north side of the Area is now one of the main shopping streets and the premises are principally urban shops and businesses. The majority of buildings date to the 19th century and many were initially built for Trinity House.

The public streets of the Area are open access. Trinity House remains a working Guild and charitable body and its buildings are not generally accessible to the public.

### 12. The Town Docks

This Area owes much of its character to the growth of the town's earliest dock developments between the late 18th and early 19th century, although it has been substantially redeveloped in the late 20th century.

The Area extends from Dock Office Row, through Queen's Gardens in the north, to the Humber Dock Basin in the south and incorporates the Railway Dock Marina and some redevelopment around the junction of Kingston and Railway Streets to the west.

The Queen's Dock, built in 1775 by the Hull Dock Company, has been infilled to form the Queen's Gardens although a low brick wall marks the line of the dock walls. To the northwest of the gardens 20th century office blocks and the Queen's Garden Police Station have replaced a row of 19th century timber yards. The dock originally extended further east to Dock Office Row and the Queen's Basin. This area is now occupied by Hull College. In Queen Victoria Square, to the southwest of Queens Gardens, the Hull Maritime Museum was formerly the Hull Dock Company Offices, designed by CG Wray in 1871.

The recently constructed Prince's Quay Shopping Centre is a bright modern building built out on stilts over the water of the former Prince's Dock, built in 1829. The development has retained the historic ashlar stone dock walls and some of the original cast iron mooring bollards. The modern shopping centre extends across the dock to the west but the form of the historic dock is still visible along the other three sides. On its eastern side, adjacent to Prince's Dock Street, a modern brick piazza echoes the line of the former quayside and is complemented by the cobbled surface of Prince's Dock Street and the 19th century brick buildings along much of its length.

The Area is now bisected by the modern A63 link road, formerly Castle Street, and the location of one of the medieval town gates, Mytongate. The three original town docks preserve the line of the medieval town wall and enclose the modern city centre to the

## Character Area Summary

west and north.

To the south of the A63 link road are the mid-19th century basins of the Humber and Railway Docks. The basins of both Docks are now used as leisure marinas. The original ashlar stone dock walls survive, along with many features of the historic quays including early cobbled surfaces, mooring bollards and locks and a connecting channel and swing bridge between the former Railway and Humber Docks. Sections of the historic dock tramways are also still visible within some adjacent streets, such as Kingston and Railway Streets.

The former quayside areas are now open areas of herring-boned brick paving and green planting. Modern residential development has replaced rows of 19th century warehouses but some iconic warehouse buildings remain, such as Warehouse 13 on the south side of the Railway Dock Marina, a former railway warehouse dating to 1857. At its western end is the Marina Recreation Centre, on the corner of Kingston Street and Commercial Road, formerly the late 19th century Ellerman's Wilson Line Shipping Offices, built in 1872.

Southwest of the Humber Dock Marina a modern boat park and chandlery occupies part of the 19th century North Eastern Railway (NER) goods yard. Two sides of the red brick NER Central Goods Station survive to varying heights along Kingston and Railway Streets. To the west of the boatyard is a late 20th century red brick housing development of similar style and character to that along the marina sides. This area was also formerly part of the NER goods yard, consisting of railway sidings, warehouses and engine sheds.

At the southern end of the Humber Marina the 19th century dock basin retains access to the River Humber, with its original locks and swing bridge still operating as part of the modern marina. Adjacent to the basin, 19th century dockside features, such as cobbled surfaces, ironwork and mooring bollards, have been incorporated into the modern streetscape. There are also sections of the 19th century iron tramway lines within the current street surfaces.

The open area surrounding the basin looks out across the River Humber. There is bright modern development on its western side, formerly the site of Albert Channel and Island Wharf. Albert Channel is now infilled and modern office buildings and brick-paved, tree-lined, riverside piazzas have replaced the former tramways and warehouses in this area.

This Area is predominantly a public municipal space bordered by urban residential and commercial premises. There is open access to most areas.

### 13. Albert and William Wright Docks

Albert and William Wright Docks were built in 1862 and 1873 respectively by the NER on ground reclaimed from the River Humber.

The plan and extent of the Area constitutes the 19th century form of these two docks, incorporating William Wright Dock to the west and extending as far as Albert Basin in the east. On the south side of



## Character Area Summary

Albert Dock is the late 19th century Riverside Quay. The dock still retains a fish landing facility but is mainly used for handling bulk cargo.

The docks are busy with container shipping and docks traffic with the quaysides now large cargo handling areas and dry bulk storage yards. The majority of standing buildings and warehouses are modern but a warehouse on the north side of Albert Dock may date to the late 19th century.

The ashlar stone dock walls survive largely intact and a series of historic cast iron mooring bollards and capstans continue to line the quaysides. The 19th century dry dock at William Wright Dock is still in use as part of the Dunston Ship Repairs yard.

The working quaysides are now surfaced in concrete but the historic iron tramway lines are still present in some areas, predominantly along Riverside Quay. The timber uprights of part of the 19th century Riverside Quay are visible on the south side of the modern quay. Riverside Quay Station once stood at their western end.

The 19th century lock and one pair of lock gates survive but the exterior lock gates are 20th century in date. Standing on the south side of the lock is a 20th century Customs House building. On the north side of the lock is an area of open ground, formerly 19th century goods sheds, warehousing and railway sidings to either side of two narrow berths, Railway Creek and Albert Channel.

Albert and William Wright Docks are closed to public access. A riverside footpath runs around the exterior of the docks and crosses the eastern lock and basin, with views across the docks and the River Humber.

### 14. St Andrew's Quay

Built by the Hull Dock Company in 1884 the Dock was once the focus of Hull's nationally important trawling fleet. The Area is now a modern retail park bordered either side by open ground and brownfield land.

The ashlar stone dock walls survive along the southern and eastern extents of the Area, facing on to the River Humber. In the eastern part of the Area St Andrew's Dock has silted up and is grassed over. The lock has also been infilled but the ashlar stone blocks and coping stones of the lock walls survive, as do its historic lock gates. The modern road crosses the lock on the site of the former railway swing bridge. To the north of the road the rounded ashlar stone walling of the lock entrance is intact with cast iron mooring bollards set along its top. There are sections of historic cobbled surfacing in some areas.

A cluster of historic dockland buildings adjacent to the lock are currently awaiting or undergoing redevelopment. These are predominantly late 19th and early 20th century in date, of red brick construction and retain many historic architectural features. Here the Lord Line trawler company office building, built in 1949 still stands. A large building, it bears the name 'Lord Line' on a concrete and brick-built Art Deco frontage. It is currently unused,

## Character Area Summary

boarded up and in a deteriorating condition.

To the north of St Andrew's Dock is an area of 20th century concrete surfacing, formerly the site of Billingsgate fish market. A 19th century ice factory building at its eastern end still stands, although it is currently unused.

The modern retail park occupies the central part of the former St Andrew's Dock (the extension to the west of the earliest dock). Within the park area historic cast iron bollards have been retained within the modern landscaping and buildings.

To the west of the retail park is a large area of open ground, formerly timber yards and, before that, tidal saltings. The Fayre and Square Public House on the south side of the development is a reused 19th century warehouse, originally one of a row on the south side of the St Andrew's Dock extension.

In the west corner of the Area is an off-road track. Sections of 19th century brick walling along its south side may be the remains of former fish curing sheds.

There is generally open access around and through this Area, although some sections of open ground are closed off due to unstable ground conditions.

### 15. Manor House and Neptune Streets

First developed in the 19th century as railway sidings and industrial premises associated with the use of Albert Dock and Railway Dock to the east. In the later 20th century the Area was comprehensively redeveloped.

The Area extends from Manor House Street in the west as far as Clive Sullivan Way, the modern A63, in the east. The westward end of the Area now houses a number of large 20th century leisure complexes on the site of the former Manor House Street (or Kingston Street) Station, the original Hull and Selby Railway terminus.

The eastern end of the Area, between Neptune Street and Jackson Street, is currently occupied by a modern cold storage depot. The site was formerly Neptune Street Goods Station belonging to the Hull and Barnsley Railway Company. The historic station buildings on Neptune Street and Jackson Street survive, with some modern alteration. To the south of the depot an area of open green space was formerly a coal yard adjacent to Albert and William Wright Docks. The modern docks entrance is at the south end of Neptune Street.

The central section of this Area is currently one of small back streets, yards, depots and workshops. During the 19th century this area housed small industrial works such as foundries, saw mills, boat building yards and engineering works. Many historic buildings associated with these industries are still to be found here, most of them constructed of red brick; the architecture of these buildings still reflects the industrial heritage of this area of Hull. The Albert Docks Works, to the east of Neptune Street Station, is now a modern car park within the footprint of the historic works building. The walls of this survive to lower storey (window sill) level.

## Character Area Summary

Access to this Area is open through the public areas, with more private back street premises. The back streets running south off English Street end at the boundary fence of Albert and William Wright Docks.

### 16. Dairy Coates

First developed in the 19th century as an extensive area of railway sidings associated with the use of St Andrew's and Albert Docks and to the east, Railway Dock, this Area has been redeveloped in the later 20th century.

The present character is one of small modern-built industrial units and yards, with some larger freight depots and aggregate yards. A section of single track railway still runs across part of the western section, on either side of a modern aggregates yard.

A handful of 19th and early 20th century industrial buildings survive towards the western end of West Dock Road. Some sections of historic property boundary walls are also visible.

### 17. The River Humber

The River Humber is the principal waterway of the modern Port of Hull. It forms a broad expanse of water, often rich in sediment and dark in colour, with little indication on its surface of its depth, which allows it to be navigable for larger vessels than many of England's other east coast river estuaries.

The geology of the Humber also enables the river to be dredged deeply, enhancing its deep water capability as a river. It also flows deep inland linking to a network of navigable rivers including the Ouse and Trent, making it a major artery of inland waterborne traffic.

It has been a busy navigation route for several centuries and as a result there are a number of historic wrecks within the section of the River Humber closest to the mouth of the River Hull and the Albert, William Wright and St Andrew's Docks.

## Conservation values of the port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). *Conservation Principles* identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Hull's present port-related heritage.

### Evidential

– 'the potential of a place to yield evidence about past human activity'

There is a history of large scale redevelopment of many of Hull's earliest historic docks and areas of port-related activity. Where historic features survive these are of significant evidential value, contributing

strongly to the historic character and time-depth of the port's historic landscape. In addition, there is a high retention of historic place-names relating to port-related buildings, structures, places and people that gives extra depth to Hull's diverse history as a port and the communities that shaped it.

In the High Street and Blackfriargate Character Area many of the 18th and 19th century residences along High Street retain elements of former merchants' houses and their riverside warehouses. These structures are highly significant as they are evidence for Hull's earliest port, built on the wealth of the medieval wool trade. The cobbled lanes running off High Street to the river respect the boundaries of former staithes that extended out into the Old Harbour or Haven.

Additionally, evidence for understanding Hull's time-depth as a port is provided by the River Hull Character Area. It is the focus of Hull's earliest harbour and is strong evidence for the understanding of the port from the medieval period up until the late 18th century.

Hull is one of the few places nationally associated with the early history of the Trinity House Guild. Significant evidence for its historic activity survives within the Trinity House Character Area as the Guild has occupied the site continuously since c1461. Trinity House is a fine 18th century building on the site of the medieval guildhall and many of the 19th century buildings in the Area were constructed by Trinity House.

Although no above ground remains survive, the place names associated with the Citadel, Garrison Side and South End Fort (on the earlier 'Foreland') in the Drypool and Garrison Side Character Area, preserve the locations of Hull's varied post medieval coastal defences. The southern extent of the Area also preserves the approximate shoreline of the River Humber up until the 19th century and the development of the industrial docks.

Likewise, the layout and plan of the early town docks follows the line of the medieval town wall, thus still defining the limits of the medieval town. This makes the Town Docks Character Area of high significance to the medieval history of Hull.

Furthermore, The Queen's, Prince's and Humber Docks represent the earliest attempts to substantially improve Hull's port facilities. Despite redevelopment, much of their time-depth is still apparent, including surviving quay walls, historic dock buildings, quayside features and sections of historic tramway. In this respect, the Town Docks Character Area is of significance to the early attempts to develop the port and the improvement efforts made by the Hull Dock Company and, later, the North Eastern Railway Company.





Fig 13 The disused St Andrew's lock and some of the derelict historic dock buildings on St Andrew's Dock.

The Wincolmlee Character Area provides valuable evidence to the understanding of Hull's industrial development in the early 19th century and of the continued use of the River Hull up until the later 20th century as a working part of the port. The historic mill buildings flanking the River Hull at Wincolmlee reflect the 19th century expansion of this port-related industry, which relied on the river as an important transport link.

The modern working port of Hull remains located within the late 19th and early 20th century working docks along the River Humber – in the Albert and William Wright Docks, Alexandra and King George and Queen Elizabeth Docks Character Areas.

The historic fabric of the docks in these Character Areas survives with a number of other port-related historic buildings and structures. The Areas are of significant value to the understanding of Hull's later port activity and the reclamation of the Humber's foreshore for port activity.

The Dairy Coates and Manor House and Neptune Streets Character Areas, and part of the Town Docks Character Area, contain the surviving evidence for the complex of railways, goods yards and stations that were developed in association with the nearby docks in the 19th and early 20th centuries.

The Victoria Pier and Nelson Street Character Area retains many historic buildings and features associated with the ferry service and railway terminus that operated from here during the 19th and early 20th centuries. This is evidence for the 20th century shift in focus away from river and rail transport to road transport.

The St Andrew's Quay Character Area, the surviving extent of its 19th century dock basin, its walls and lock entrance and surrounding it, the cluster of 19th and 20th century warehouses, office buildings and hydraulic tower and pump house, are of substantial evidential value to the understanding of Hull's role as a nationally important fishing port in this period.



Fig 14 Looking north across the former Victoria Dock, now within a 20th century residential development.

## Historical

– *'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'*

The understanding of Hull is critical to understanding the history and importance of the Humber estuary for port-related activity.

The Port of Hull maintains continuity of that maritime role into the present and future. The move away from traditional industries, fishing, coal, shipbuilding and heavy (manufacturing) industries, of the past 50 years reflects wider local, regional and national economic changes during this period, but also the port's adaptability that has been a constant feature of its development.

Hull rose to prominence during the medieval and early post medieval periods through its dominant position as a major port located at the confluence of the Hull and Humber Rivers. Its royal status and the rise in fortune of its leading merchant families, such as the Poles, brought national recognition early on in its history. Its strong allegiances in times of political conflict give further insight into the regional and national politics of the time and the fluctuating fortunes that arose from these, making its history of high value.

Hull's status as one of the country's leading ports during the medieval period was the reason why one of only six shipmasters' guilds was established here in the 14th century – the Guild later developing into Hull Trinity House. The history of Hull Trinity House is important to understanding the history of maritime safety and navigation. The Guild has also remained a constant of the city's maritime history, promoting maritime safety and seamanship and caring for the health, welfare and education of seamen and their families.

The major scale of dock construction in Hull during the 19th century is directly related to the railway companies that competed for business by creating links to Hull's industrial hinterland and UK markets. The railway was also a key factor in the growth of the fishing industry in Hull during this period.

Hull played a significant role in England's North Sea fishing industry in the late 19th and 20th centuries. This success led to the development of large trawling



Fig 15 Queen's Dock Basin and adjacent 'Scotch-derrick' crane, looking west.

firms of which the Lord Line on St Andrew's Dock was a locally important company. Many fishing boat owners who grew wealthy as a result of this boom became involved in town commerce and business.

As with many other industrialised areas, people were drawn to Hull by the prospect of employment. The fishing industry in particular attracted people from as far away as Ramsgate, Barking and Brixham.

The engineering needed to help develop Hull's new docks in the late 18th century and throughout the 19th century required the efforts of several leading engineers of the time including Sir John Rennie (senior). However, this was a similar story for almost all the major ports on England's North Sea coast and in this respect the works required at Hull were on the same scale as those undertaken elsewhere. James Oldham, the designer of Victoria Dock, was a Hull-born engineer known particularly for his knowledge and expertise in land reclamation of rivers and estuaries.

## Aesthetic

– *'the ways in which people draw sensory and intellectual stimulation from a place'*

As a working port, Hull's constantly changing activity generates interest for many, whether from the coming and going of visiting ships, the type of cargoes being stored and redistributed, and the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of the port's historic industrial development and its continuing industrial use today.

The scale of the port infrastructure and the ships using it visually dominate the Humber riverside frontage, especially in and around the commercial port areas of Alexandra, King George and Queen Elizabeth Docks, the outlying Albert Dock to the west and BP Saltend to the east.

There is also the interesting contrast of modernity with the historic features located in the Character Areas. While the heritage assets in Hull can be dwarfed in scale by modern buildings and redevelopment, the contrast of the historic elements with the modern combine to give a unique and distinctive sense of place. A good example where this



Fig 16 Heavy lift crane barges in the River Humber.

layering is strong is in the city centre redevelopment of the earliest town docks, where the historic docks and furnishings have been incorporated within an urban park, modern shopping centre and leisure marina. Historic dock buildings stand alongside modern contemporary urban design and the modern streetscape incorporates historic cobbled surfaces and sections of dock tramway.

The former merchant's quarter along High Street in the Old Town is a coherent historic area of interesting and attractive 18th and 19th century buildings. There are also some 16th and 17th century buildings in this area. The narrow cobbled lanes and staithe are attractive and characterful and their plan reflects the medieval and post-medieval access points to the merchant quaysides on the River Hull.

Hull's modern waterfront contains a mix of working docks alongside those converted to residential and commercial use. The riverside footpath allows appreciation of the scale of dock development and the way in which modern industries and technologies have shaped its changing historic character. The redeveloped areas typically contain a mix of open waterfronts, riverside walks, cycle paths and piazzas.

It is also possible to appreciate, however, that it may be difficult to give aesthetic value to some areas of docks and port-related riverside industry, where buildings and structures have gone out of use or where derelict buildings and brownfield sites await re-use and regeneration.

## Communal

– *'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

It is evident from people writing about its history that there is considerable affection for the city and its port. There is also a keen interest in the continuing economic success of the port and its potential to drive regeneration and employment.

Hull City Council provides town trail guides and information boards within key areas of historic interest. Community memorials commemorate Hull's prominent citizens and local heritage. Local businesses actively promote Hull as a centre of excellence for business and global trade. There are conceptual projects for the regeneration of the city,



including key target areas such as St Andrew's Dock, already the site of a plaque commemorating those who lost their lives working in the local fishing industry. The importance of Hull as a once major fishing port is further commemorated by a designated museum on the *Arctic Corsair*, berthed in the River Hull.

STAND, The St Andrew's Dock Heritage Park Action Group, was founded to help celebrate Hull's past as a nationally important fishing port. The Group provide volunteer support for the *Arctic Corsair* as well as for its shore based museum, and organise an annual memorial service dedicated to the lives of trawlermen lost at sea (STAND website).

The port's maritime history is also celebrated by Hull's Maritime Museum, run by the City Council and located on Queen Victoria Square, in the Town Docks Character Area.

Hull Trinity House continues to provide charitable support to seamen and their families in need. It also maintains links with its former Marine School, now an independent Academy (Hull Trinity House website).

The Hull Civic Society, established in 1964, campaigns to make Hull 'a better place to live, work, play, visit and invest'. Their focus is not solely port-related but includes all aspects of municipal planning and design that impacts on Hull's historic heritage. They also seek to promote Hull's image and environment by giving local talks and guided walks (Hull Civic Society website).

In terms of ship heritage, the Humber Keel and Sloop Preservation Society celebrate the past use of these vessels for trading on the Humber. It also aims to preserve and sail examples of the vessels (Humber Keel and Sloop Preservation Society website).

## Current levels of heritage protection

Within the Victoria Dock and Citadel Side Character Area is the southern area of Scheduled Monument (SM 1020426), part of the 'Site of Hull Castle, South Blockhouse and part of the 17th century Citadel Fort at Garrison Side' designated area. The northern area of this Scheduled Monument is within the Drypool and Garrison Side Character Area, between Tower Street and Citadel Way.

The Victoria Dock and Citadel Character Area includes the Grade II Listed swing bridge at the former Victoria Dock (LB 1197657).

The Drypool and Garrison Side Character Area contains the Grade II Listed former Trinity House Buoy Shed and the tubular crane to the northeast of the Trinity House Buoy Shed (LB 1197668; LB 1268383).

The Alexandra Dock Character Area includes four Grade II Listed Buildings: the sluices and bridge over Holderness Drain (LB 1390919); Alexandra Dock walls, lock gates, graving docks and extension dock (LB 1197739); the pumping engine house, the hydraulic engine house and tower at Alexandra Dock (LB 1197738; LB 1283081). The 100 ton steam

crane at Alexandra Dock (LB 1283082) is Grade II\* Listed.

The Wincolmlee Character Area includes four Grade II Listed bridges crossing the River Hull: New North Bridge (LB 1292933), Scott Street Bridge (including the bridgework's office railings and lamps, LB 1291608), Sculcoates Swing Bridge (LB 1197693) and Wilmington Swing Bridge (LB 1197815). Two port-related Grade II Listed Buildings within the Area are the High Flags Mill (LB 1291230) and North Bridge House, a former ship supplies warehouse (LB 1293280). The Grade II Listed house adjacent to High Flags Mill may have once been associated with the mill (LB 1291230).

The Queens Basin Character Area falls within the Old Town Conservation Area which includes three port-related Listed Buildings: the Grade II Listed dry dock on the south side of Charlotte Street (LB 1208717), the former dock offices (LB 1208746) and the Grade II\* Listed former merchant's house, Blaydes House, (LB 1209566).

The High Street and Blackfriargate Character Area falls within the Old Town Conservation Area. This was the medieval to post medieval merchants' quarter and a number of Grades I and II Listed Buildings in the Area are known to have been merchants' houses (LB 1209769; 1283087; 1197624; 1197749; 1209831). Along the east side of High Street there are a number of former Grade II Listed warehouses of 17th to 19th century date (LBs 1197750; 1197753; 1209801; 1283088; 1197748; 1209596; 1209588; 1209681). A Grade II Listed former 19th century custom house at 9 Market Place (LB 1218222) is currently a restaurant.

The Trinity House Character Area also falls within the Old Town Conservation Area. It includes a large number of Listed Buildings, the majority, if not all, of which were originally associated with Hull Trinity House in some manner. Numbers 1 to 33 Whitefriargate (but excluding numbers 10 to 15) form a group of largely early 19th century Grade II Listed houses (numbers 21-23 are late 18th century) designed for Hull Trinity House and now shops (LBs 1219682; 1197674; 1219705; 1291313; 1291327; 1297021; 1291297; 1197676). Numbers 10 to 15 Whitefriargate are an 18th century Grade II\* Listed public house and adjoining offices, now shops (LB 1197675). The Sugar Mill at the junction of Posterngate and Prince's Dock Street is an early 19th century Grade II Listed warehouse (LB 1297027).

Within the Area there is a row of 19th century Grade II Listed chambers and offices on Prince's Dock Street; Colonial Chambers (LB 1218901), Commercial Chambers Roland House, formerly Ferres Almshouse (LB 1218956) and Prince's Dock Chambers and the Quayside Public House (LB 1218865). The row also incorporates the 19th century gatehouse to Trinity House Navigation School (LB 1197683).

Staying within the Trinity House Character Area - There are two 19th century Grade II Listed Buildings on Posterngate: the former Department of Transport Marine Offices (LB 1297024) and Carmelite House,



Fig 17 Nelson Street, formerly the site of the Manchester, Sheffield and Leicester Railway terminus for Victoria Pier.

formerly Trinity House Almshouses (LB 1197679). The 19th century Grade II Listed Chapel at Trinity House Hull (LB 1297026) stands in Trinity House Yard. On Trinity House Lane there is the late 18th century Grade I Listed Hull Trinity House, adjoining offices and houses (LB 1219563) and numbers 8 to 10 Trinity House Lane, 19th century Grade II Listed offices, now shops (LB 1219560).

The Victoria Pier and Nelson Street Character Area falls within the Old Town Conservation Area. It includes four Grade II Listed Buildings, three of which are port-related: the former Hull Central Dry Dock (LB 1283084), Pilot Office (LB 1218976) and Corporation Pier Station (LB 1197700).

The Town Docks Character Area falls within the Old Town Conservation Area. It includes a number of Listed Buildings, the majority of which are port-related. In Queen Victoria Square is the Grade II\* Listed Hull Maritime Museum (LB 1219019), formerly the Hull Dock Company offices. Prince's Dock and a warehouse at its southeast corner are both Grade II Listed (LB 1197682; LB 1218969). The Railway Dock Marina contains three Grade II Listed Buildings: the Marina Recreation Centre, formerly the Ellerman's Wilson Line shipping offices (LB 1297062); a connecting channel and railway swing bridge between the former Railway and Humber Docks (LB 1197689); and Warehouse 13, a former Railway Dock warehouse (LB 1291645). The Humber Dock, swing bridge and lock are all Grade II Listed (LB 1197718), along with two mooring bollards to the northeast of the dock entrance (LB 1271533; 1246860).

Part of St Andrew's Dock Character Area falls within the St Andrew's Dock Conservation Area. This is focused at the dock's eastern end and, includes a small section of the silted up dock, the lock entrance and buildings either side of it. It also includes one Grade II Listed Building; the hydraulic tower and pump house 50 metres southeast of St Andrew's Dock.

In terms of non-heritage based designations, the whole of the Humber estuary is a Special Area of Conservation, Special Protection Area, Ramsar site and Site of Special Scientific Interest (SSSI). Change of use and ground disturbance within the SSSI is strictly controlled and therefore offers archaeological



Fig 18 Looking southeast across the 19th century lock of the Humber Dock, now the entrance to the Humber Marina.

features general protection from unlicensed disturbance.

## Pressures for change

The need and desire for regeneration in Hull is high in response to the difficult economic times of the recent past. The challenge is to revitalise the city and port while retaining the distinctiveness of the place and pride in its past achievements: with sufficient understanding, the character of its cultural heritage can provide a positive asset in achieving that dual goal for the future Hull that will emerge.

The Humber estuary is one of the busiest and most important waterways in the country. Hull's location next to a deep-water channel makes the port well positioned for further development.

The main pressure upon the port and other port-side operators is the economic need to remain commercially viable. The changing nature and focus of the area's industries, the increasing size of vessels and major changes in port technology and provision nationally, has meant that they have had to regularly revise their business models - a situation which will continue in the future.

The earliest city docks within Hull's city centre and along the historic waterfront have been redeveloped to service new needs, mainly residential, recreational and retail based. The most dramatic changes to port-side development and river frontage over the past fifty years, however, has been in the former fish docks of Albert and St Andrew's Docks and the coal staithes of Alexandra and King George Docks. The fishing and coal mining industries that were once integral to Hull's maritime economy are now drastically reduced. Instead the main focus of the modern port is forestry products, dry bulk goods, petrochemicals and passenger services to the Low Countries of Europe.

Part of St Andrew's Dock has been redeveloped as a retail park. However, the eastern and western parts of the Dock remain brownfield sites, likely to be proposed for further redevelopment. The cluster of late 19th century and early 20th century dockside buildings at the eastern end of the Dock are currently under threat: they are unused and have been the repeated target of vandalism.





Fig 19 The entrance to St Andrew's Dock.

Albert, Alexandra, King George and Queen Elizabeth Docks now form the core of the modern port, which sees an ever increasing volume of freight and size of shipping. These factors have been behind recent planning schemes to develop a new container terminal and quay at Alexandra Dock and a new riverside bulk terminal on development land between Queen Elizabeth Dock and Saltend Chemical Park. The plans for the riverside bulk terminal are approved and still under active consideration.

The revised plans for the container terminal (Quay 2005, subsequently Hull Riverside Container Terminal) are now incorporated within the development proposals for Green Port Hull.

Green Port Hull, the joint venture between ABP and Siemens to build an offshore wind turbine manufacturing plant, is seen as a major investment in Hull's port infrastructure. Planning permission for the plant was granted in 2012 through the Port of Hull Local Development Order (LDO), adopted to assist in attracting renewable energy businesses to the port area within the Humber Enterprise Zone.

The offshore wind turbine plant will focus on the regeneration of Alexandra Dock but is also expected to incorporate other subsidiary development within adjacent port areas. The scheme will involve infilling one third of Alexandra Dock to create additional storage space and the reclamation of 7.5 hectares of the River Humber to create a new 650m quay wall (ABP 2013; Hull City Council, Port of Hull Local Development Order website).

The River Humber requires continual dredging to maintain safe access for both commercial and recreational maritime vessels. Most of this occurs in the lower and middle estuary, downstream of the Humber Bridge, aimed at maintaining a Sunk Dredged Channel (SDC) of 8.8m depth. In addition ABP are responsible for dredging maintenance as required within and around Hull's working docks and Saltend Chemicals Park.

In addition to the River Humber there is currently an approved scheme of dredging for the River Hull under the combined offices of Hull City Council, East Riding Council, Yorkshire Water and the Environment Agency. The scheme is principally aimed at tackling future flooding and drainage issues within the wider river catchment.



Fig 20 The Hull Central Dry Dock before redevelopment.

Hull City Council (2007) produced a strategic flood risk assessment following damaging floods in June 2007. The Environment Agency subsequently developed a flood management strategy for the River Hull (Environment Agency 2010a; 2010b). These documents assess the risk of flooding in Hull as high, with potential causes dominated by tidal levels in the River Humber and poor surface water drainage rather than river flooding.

Sea level rise is a present and future threat to Hull and the wider Humber estuary. The Humber Estuary Shoreline Management Plan assessed the majority of Hull's estuary defences as being in good condition, recommending a hold-the-line policy until 2050 (Environment Agency 2000).

A Shoreline Management Plan (SMP) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

Following on from the SMP, The Humber Estuary Management Strategy (Environment Agency 2008) produced an updated assessment, noting that the estuary defences are still generally in good condition except for two sections; between the Hull Barrier and Victoria Pier and from Albert Dock to St Andrew's Quay. The latter area was overtopped when an exceptional tidal surge coincided with a high tide in December 2013. A large volume of water filled Albert Dock over Riverside Quay, flooding the city centre (Hull City Council 2014).

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Hull's port-related character.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Hull's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

The heritage assets at highest risk are within the St Andrew's Dock Character Area. This includes the remaining section of the Dock, its lock entrance and

the cluster of port buildings either side of it. These are all currently unused and in deteriorating condition. St Andrew's Dock is the last historic dock in Hull not to be fully redeveloped.

The Lord Line building, hydraulic tower and pump house, and the ice factory in the Area are directly related to past use of the dock by the fishing industry. There is a real opportunity to conserve these heritage assets in any future development and to highlight the importance of the Dock in Hull's fishing heritage.

There is currently little easily available information about the history of these iconic buildings, particularly the early 20th century Lord Line Building. Supporting STAND's work to raise the awareness of their significance to Hull is an opportunity to raise the public profile of these buildings further. This is more likely to result in a programme of redevelopment designed with the area's heritage in mind.

The historic Alexandra Dock is due for redevelopment as part of Green Port Hull. The opportunities and benefits this will bring to Hull are numerous but there is a risk to the surviving historic features within the dock area, including Alexandra Dock and the West Wharf. Furthermore, the development could affect the landscape context of the dry docks, steam crane and engine houses. These are at risk of being dwarfed by the large-scale redevelopment. However, there is an opportunity to minimise these risks with informed design and appropriate archaeological mitigation.

The Queen's Basin is currently being sold for redevelopment. The basin of Hull's earliest dock is now separated from the redeveloped Queen's Dock but its 18th century form remains largely unaltered. There is a history of sympathetic retention of port heritage-related features within the redeveloped areas of Hull and if developed appropriately with heritage in mind the redevelopment of Queen's Basin should pose little or no risk to overall historic character.

The Wincolmlee Character Area retains a number of historic mill and ancillary industrial buildings, many of which are incorporated into modern industrial premises or have been converted to residential use. The Grade II Listed High Flag Mills and adjacent dwelling are currently awaiting redevelopment. The former 19th century oil mill on Wincolmlee road is significant as an example of a port-related industry of the period. The building is currently at high risk but a sympathetic development scheme with heritage in mind could reduce this.

The Manor House and Neptune Streets Character Area contains several non-designated historic industrial buildings or surviving components of them. These range from substantial buildings, such as the 19th century Neptune Goods Station, to sections of yard walls, subsidiary stores and warehouses. These have probably survived due to the low scale of redevelopment in this area but collectively they have a diverse and interesting historic character. Their architectural detail is often attractive and they have good heritage value as they represent an area of

ancillary 19th and early 20th century dockside industry and communications. Raising awareness of their heritage value could benefit any future development proposals from a heritage perspective.

At present there is no Extensive Urban Survey assessment for Hull. Urban surveys are undertaken to help local authorities, Historic England and others to provide heritage information and ideas to help guide future development and support historic environment input into the planning process.

Areas of ground disturbance in certain Character Areas could potentially reveal buried archaeological deposits, although that potential could be limited by previous substantial ground disturbance.

The probability of future sea level rise and increased risk of flooding will continue to put pressure on the estuary defences, particularly the two weak areas from the Hull Barrier to Victoria Pier and from Albert Docks to St Andrew's Quay. These areas are already identified as in need of modification and repair and it is likely that in time proposals for other sections of the defences may need revision and upgrading. They are therefore at low to moderate risk of change.

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