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Grimsby Heritage Action Zone An Assessment of the Historic England Archive Aerial Photographs

Matthew Oakey

Discovery, Innovation and Science in the Historic Environment



GRIMSBY HERITAGE ACTION ZONE

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SUMMARY

This report summarises the results of an assessment of the aerial photographs held in the Historic England Archive for the Greater Grimsby Heritage Action Zone. The project covered 2.8sq km and encompassed the entirety of the Heritage Action Zone with an additional buffer to provide a broader landscape context.

Aerial photographs provide a unique record of Grimsby's changing landscape over almost a century. These vivid and evocative images capture the town at the centre of the world's fishing industry but also illustrate numerous other trades and industries such as brewing, timber and coal. Since the end of the Second World War the economic fortunes of Grimsby have declined and the town has adapted to the loss of the industries that shaped it in the preceding decades. These changes are recorded by the aerial photographs – from the impact of the motor car to changing shopping habits.

CONTRIBUTORS

The project was carried out by Matthew Oakey.

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ARCHIVE LOCATION

The Historic England Archive, Swindon.

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INTRODUCTION

Project background

The Greater Grimsby Heritage Action Zone (HAZ) is being led by North East Lincolnshire Council (NELC) and Historic England. It forms one element of a broader plan of investment and heritage-led regeneration of the town and docks, and will contribute to NELC's Town Centre Investment Plan and the Great Grimsby Town Deal.

Alongside direct investment and advice to project partners, Historic England is providing research to better understand the historic buildings and landscapes within the HAZ. As part of this research an analysis of the aerial photographs held in the Historic England Archive was undertaken by the Aerial Investigation & Mapping team, part of Archaeological Investigation within the Policy and Evidence Group. This report provides a summary of the results along with recommendations for future work.

The specific aims of the assessment were to:

- Assess the value of the historic photographs for understanding urban landscape change in Grimsby during the 20th and early 21st centuries.
- Record the impact of the Second World War on the town.
- Evaluate the potential of the collection for engaging a range of audiences in the heritage of Grimsby.
- Evaluate the potential of the collection for those undertaking research into Grimsby's built heritage.

Methods, scope and sources

The project area measured approximately 2.8sq km and encompassed the extent of the HAZ (Fig 1). It was intended to provide a broader landscape context for the buildings within the HAZ as well as covering additional areas of interest. In particular, the aerial investigation included parts of East Marsh, Alexandra Dock and the Royal Dock.

All vertical and oblique aerial photographs held in the Historic England Archive in Swindon were assessed. A total of 612 vertical and 259 oblique photographs were examined, ranging in date from 1925 to 2019. Where possible, all images were viewed in stereo and under magnification. Digital images were viewed on screen; these included born-digital photographs and high-resolution scans of prints. Areas of bomb damage, air raid shelters, emergency water supplies and military features were mapped using schematic conventions.

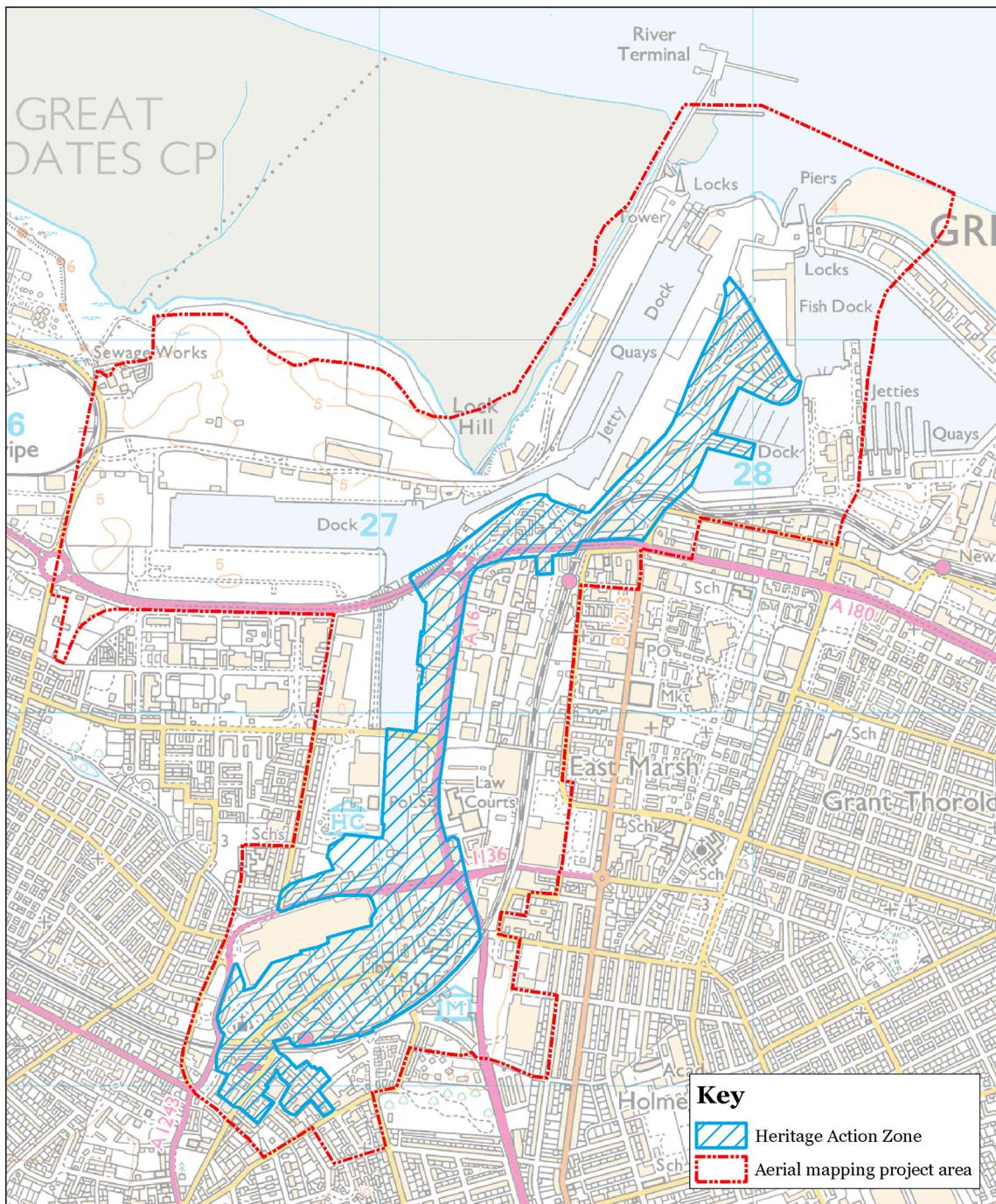


Fig 1: Project area. © Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100024900.

For the purposes of the assessment, the urban development of Grimsby is discussed within this report in four geographically defined areas (Fig 2). Although linked by a common thread, each has adapted to economic and social changes in subtly different ways. The old town centre and commercial district retain elements of the medieval street pattern but have adapted to the changing commercial sector, particularly with the construction of the Riverhead shopping centre in the 1970s. The character of the

Alexandra Dock has been affected by the decline of the timber and coal trades and the rise of car imports while East Marsh saw wholesale clearance post-war and the construction of modern industrial units from the 1950s onwards. The Royal Dock and fish docks have adapted to the decline in the fishing industry and subsequent transition to seafood handling and processing.



Fig 2: The study areas covered within the report are a) Alexandra Dock, b) the old town and commercial district, c) East Marsh and d) Royal Dock and Nos. 1, 2 and 3 Fish docks. Ordnance Survey 1:2,500 published 1933 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.

AERIAL PHOTOGRAPHY OF GRIMSBY

Pre-war: 1925–1937

A total of 31 pre-war aerial photographs are held in the Historic England Archive, all of which were oblique images taken by Aerofilms Ltd between 1925 and 1937. They represent a particularly valuable record for areas such as East Marsh where significant landscape change took place in the second half of the 20th century. The images also provide vivid illustrations of Grimsby's traditional industries, particularly fishing, and the handling of coal and timber, before their gradual decline from the 1950s onwards.

The earliest date from 6 May 1925. Seven photographs were taken of Grimsby on this flight including views of East Marsh and the old town (*see Fig 33*). Detailed shots of Royal Dock and No. 1 Fish Dock, the dock tower, and West Marsh paper mills were also taken (*see Figs 55, 56 and 57*). Although some of the images have issues with clarity and photo blemishes, they are nonetheless a unique aerial record of the town during the early 20th century.

Grimsby was revisited by Aerofilms in June 1933 when a further four photographs were taken within the project area. In this instance the focus was the town gasworks and may have represented a commission specifically to record them (*see cover image*). In August of the same year a further five photographs were taken. These captured views of Corporation Yard – with the Osmond & Son factory in the background – as well as the Tower Brewery, Victoria Flour Mills, St James' church and the railway station (*see Figs 14, 34 and 44*).

The last pre-war images held in the archive are a series of 16 frames taken on 31 May 1937. Nine of the photographs record Victoria Flour Mills, again possibly suggesting a commission (*see Fig 12*). While the mills are the key subject, the peripheral areas were also coincidentally captured, including views over Alexandra Dock to the extensive timber yards to the west (*see Fig 11*). Other shots provide views of East Marsh and the old town (*see Figs 35 and 43*) as well as the dock tower and Kasbah (*see Figs 58 and 59*).

Wartime: 1940–1943

Vertical

Photographs taken by the RAF during the Second World War are particularly useful for recording military sites and the impact of Luftwaffe air raids on the town. Two runs of vertical photographs dating to 2 September 1940 show the docks and areas of East Marsh (*see Fig 60*). Although small-scale (1:12,000) the images are of good quality and some fine detail can be picked out. The original prints are not eligible for loan out of the archive so high-resolution digital scans were provided. Four frames from 13 March 1941 cover a similar area but are at a smaller scale of 1:15,000 (Fig 3).

Four frames from 20 August 1942 provide coverage of the southern part of the project area but are partially masked by cloud cover. A further four frames date from 6 September and show the northern part of the project area, including the docks but these are quite grainy and so only of moderate quality. Three frames from 27 January 1943 are of similar quality but useful for assessing bomb damage.



Fig 3: An example wartime RAF vertical photography showing Grimsby Docks and the East Marsh area of the town. RAF/613D/BR52/VC/0002 13-MAR-1941 Historic England Archive RAF Photography.

Oblique

Two RAF oblique photographs are also held in the collection. One is a view north-west from the gasworks towards West Marsh taken on 7 October 1943 (Fig 4). The second dates from 6 July 1941 and is a view from Wellow towards the docks.



Fig 4: An RAF oblique photograph looking towards West Marsh with the town gasworks in the foreground .
RAF/1CU/18000/O-18218 07-OCT-1943 Historic England Archive RAF Photography.

Post-war: 1945–2019

Vertical

There is extensive RAF coverage of the project area from 1945 and 1946. These prints are large-scale (up to 1:2,500) and of exceptional quality. The runs are particularly valuable for assessing wartime bomb damage. As well as cleared bomb sites and ruined buildings, the scale of the photographs allows more subtle damage, such as replaced roof tiles, to be made out. The coverage also provides valuable details of post-war working life in the town. Coverage from 1947 is extensive but the relatively small scale means that it is of limited use.

Repeat flying by the RAF throughout the 1950s has resulted in good coverage from this decade, although scales vary and some runs only cover limited areas. Aside

from 1954 and 1956, there is photography from every other year. Photographs from this period chart the early stages of redevelopment in several parts of Grimsby, particularly clearance in the East Marsh area.

Photographs from 1961 and 1962 continue to illustrate limited changes. From the mid-1960s more significant changes to the character of the town took place including large scale clearance of terraced housing, development of dock infrastructure and commercial developments in the old town area. The archive holds coverage taken by Meridian Airmaps Ltd for 1965, 1968 and 1970. This is generally of high quality and shows a significant level of detail. Further photographs from 1976 were not eligible for loan so were only provided as laser copies.

Aside from one 1982 OS frame that just covers the western part of Alexandra Dock, there is no vertical photography of the project area for much of the 1980s. OS photographs date from 1988, 1990, 1992 and 1995. They were useful for understanding the late 20th-century developments within the town, particularly the reuse of previously industrial areas for warehouse-style retail estates and the development of the dock infrastructure.

Oblique

A series of RAF stereo oblique runs from November 1949 cover much of the project area. They provide high quality images, particularly of the fish docks. Aerofilms returned to Grimsby on 10 May 1950 and recorded extensive coverage of the town with a total of 41 photographs from this flight falling within the project area. Most of the images are large landscape views so lack some of the detail of the pre-war coverage – one of the few exceptions being a striking image of the Grimsby Dock Tower (Fig 5). Thirteen more images dating from 7 and 19 September 1953 provide detailed shots of the Osmond & Son factory and the East Marsh railway yards. Further RAF coverage from June 1952 and February 1953 concentrates on the docks.

Aside from a single Aerofilms image of Alexandra dock in 1982 (*see Fig 18*), no oblique photographs of the project area are held from the 1960s, 1970s or 1980s. Photographs from the Royal Commission on the Historical Monuments of England (RCHME) reconnaissance programme – later run under the auspices of English Heritage and now Historic England – date from 1992 and 1998. The images are of generally high quality but concentrate on the area of the docks. They do, however, provide a record of the docks before significant changes in the late 1990s and 2000s. More recently a number of digital images have been taken by Historic England between 2016 and 2019. These provide up to date record photography of a number of historic buildings.



Fig 5: An Aerofilms image from 1950 showing the Grimsby Dock Tower and the Humber Graving Dock & Engineering Co Ltd. © Historic England Archive. Aerofilms Collection EAW029404 10-MAY-1950.

URBAN LANDSCAPE CHANGE

The development of Grimsby

The earliest documentary reference to the settlement of Grimsby dates from AD 866. It is likely that the focus of the settlement was next to a tidal creek later known as the Haven (Historic England 2016, 3). It was this link into the Humber that led to Grimsby's continued development into the later medieval period as a trading and fishing port. Medieval Grimsby occupied a low-lying peninsula surrounded by salt marshes (Gillett 1970, 1). Its eastern limit appears to have been the Haven whilst the northern boundary was defined by the West Haven, a manmade dock that was constructed around 1341 (Gillet 1970, 21). The street pattern established in the medieval period persisted into the following centuries. By the time that Grimsby was mapped by Armstrong in the late 1700s the extents of the town seem to have grown little (Fig 6). Elements of the medieval street pattern are still reflected in the old town area to this day.

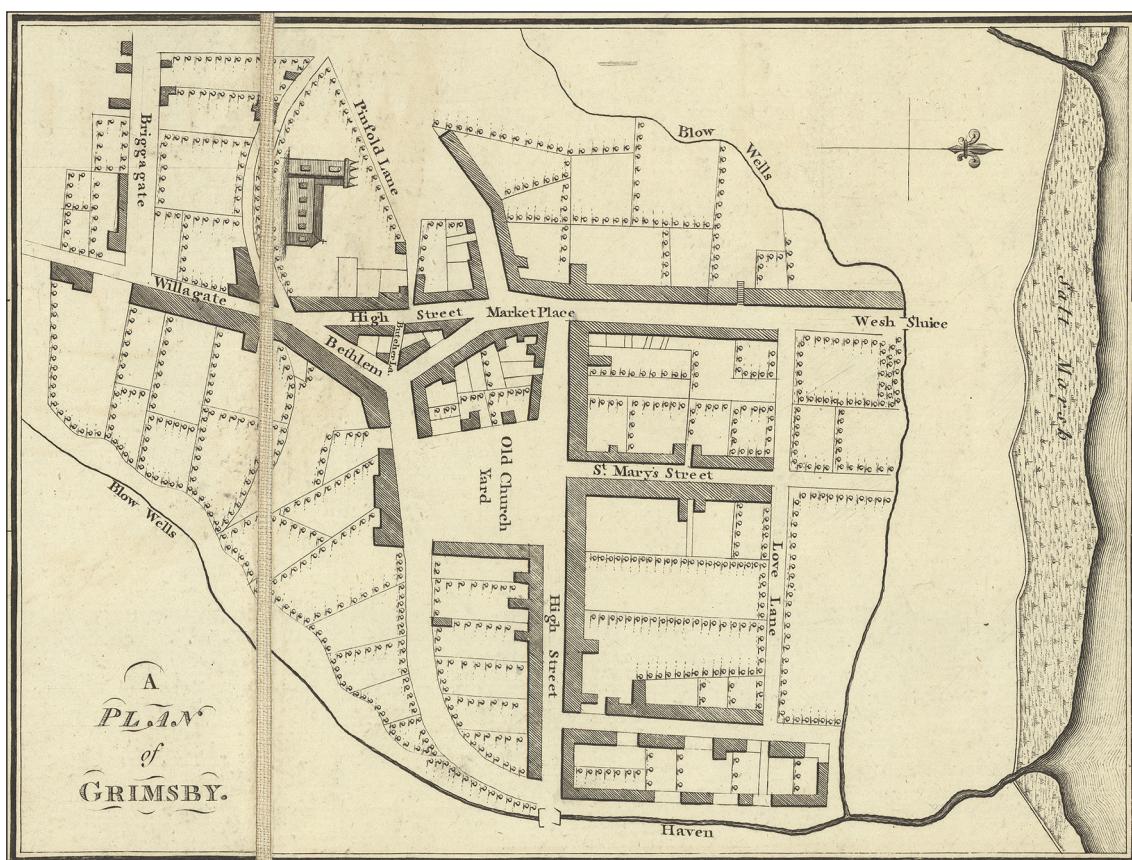


Fig 6: Extract from Armstrong's 1778 'Map of Lincoln-shire : [north sheet]: Comprehending Lindsey, Kesteven, and Holland'. Note that north is to the right of the image. Licensed under a Creative Commons Attribution-NonCommercial 2.5 License. McMaster University Library Digital Archive <http://digitalarchive.mcmaster.ca/islandora/object/macrepo%3A81059>.

Silting up of the Haven led to a gradual decline in trade into the post medieval period. In the three years from 1789–1792 no cargo was landed in Grimsby (Stocker 2006, 108). In an attempt to revitalise trade, the Grimsby Haven Company was formed by act of parliament in 1796 with the purpose of improving the dock facilities (Wright 1982, 48). Through the installation of a lock across the Haven and dredging of it, they created a new basin known as New Dock which opened in 1800. Development in the form of dockside wharfs, building plots and a new market place soon became established to the east of the new dock – part of the area now known as East Marsh (Fig 7). However, it was not until the arrival of the railways in the mid-19th century that Grimsby experienced considerable economic expansion.



Fig 7: Grimsby in the early 1800s showing the new development to the east of New Dock. Ordnance Survey one inch published 1824 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.

The development of the docks from the 1840s onwards was centred on the concept of integrating the railways and dock facilities (Whitfield 2009, 3). In October 1845 the Grimsby Docks Company was formed by the merger of the Grimsby Haven Company and the Great Grimsby and Sheffield Junction Railway Company (Gillett 1970, 213–4). The new company set about developing an area of mudflats to the north of the town to create a new dock which opened in 1852 (Historic England 2016, 4) – it was renamed the Royal Dock two years later. This development included the iconic Grimsby Dock Tower which was designed to provide hydraulic power.

Over the next five decades the docks continued to expand and develop. In 1857 No. 1 Fish Dock was opened – later extended to 13 acres from 1866 (Wright 1982, 189). This was followed by the construction of No. 2 Fish Dock in 1876–77 which itself was also expanded from 1879 to 1900. Meanwhile the Union Dock (1873–74) had been constructed to link Royal Dock and the 1800 New Dock. This preceded a large expansion of the old dock complex to create Alexandra Dock which opened in 1880. The construction of No. 3 Fish Dock in 1934 marked the last significant development of the docks.

The rapid expansion of the port of Grimsby in the second half of the 19th century also led to a significant growth in the population which had risen to 75,000 by 1901 (Gillett 1970, 301). As well expansion of the historic core of the town, new terraced housing was built in the West Marsh Area. More significant though was the vast eastwards expansion in the East Marsh district (Fig 8).

Grimsby continued to grow into the early 20th century by which point it had become the greatest fishing port in the world. The volume of fish passing through Grimsby by 1951 had risen to 198,000 tons and its population had risen to around 94,000 (Gillett 1970, 301). Housing shortages had become a problem by the late 1920s when the borough boundary was extended (Gillett 1970, 294–5). Suburban development continued the outwards expansion of the town, including new estates such as Nunsthorpe which was built by the town corporation (*ibid*).

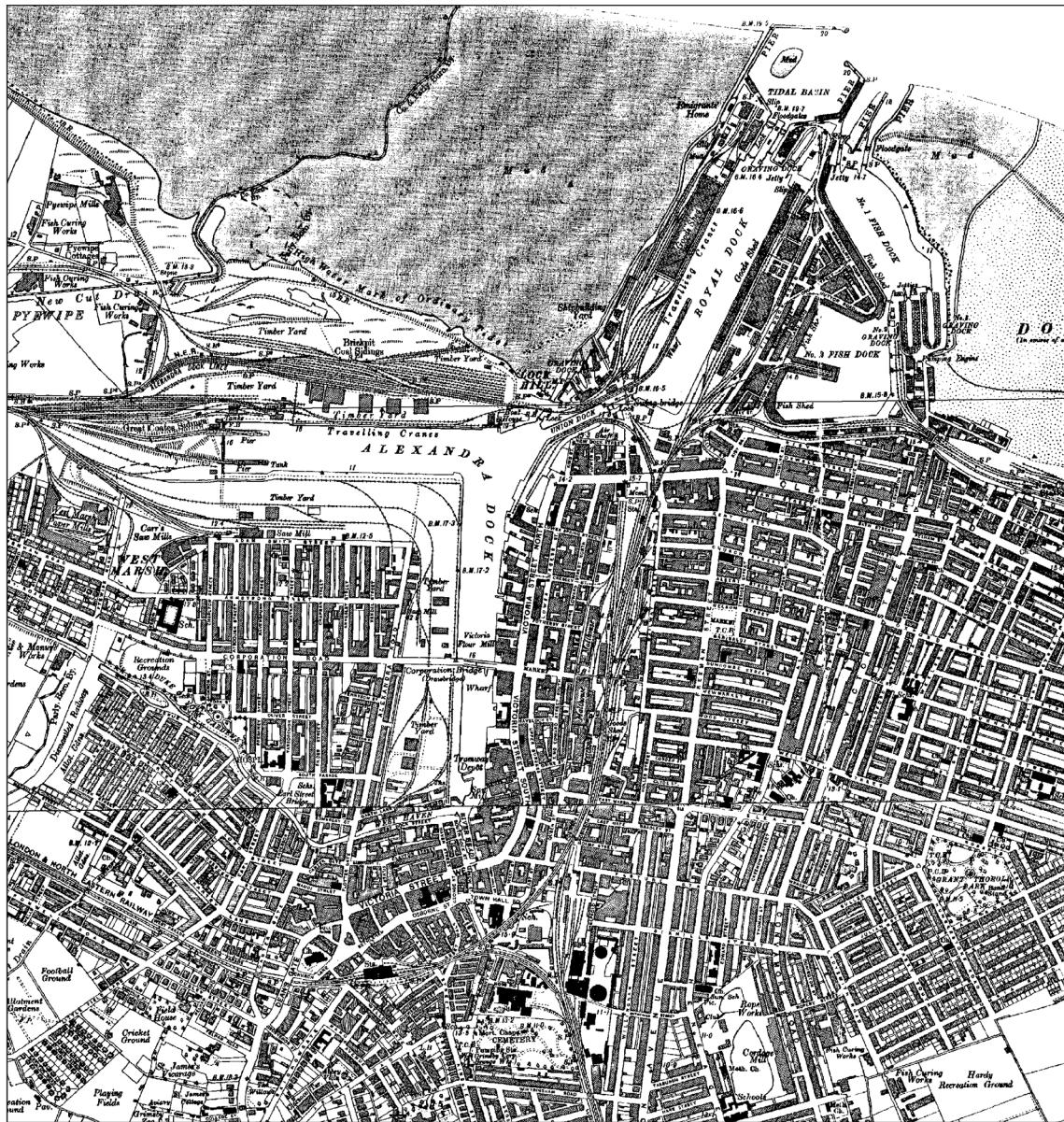


Fig 8: Grimsby in the early 1900s showing the expansion of housing in the East Marsh and West Marsh districts. Ordnance Survey 1:10,560 published 1931 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.

Alexandra Dock

Coal and timber

Two of Grimsby's key trades were the export of coal and import of timber, both of which were served by Alexandra Dock. By the late 19th century over 300,000 tons of timber were being imported annually (Gillett 1992, 223), predominantly from North America and continental Europe (Aldhous 1997, 284). In 1911 over 1.7 million tons of coal was passing through Grimsby docks (Wright 1982, 182). At the north western end of the dock, two coal drops linked it to the railway network and large coal sidings were located to the north (Fig 9). Expansive timber yards were located to the west and south of the dock, served by a network of railway sidings. In contrast,

the eastern side of the dock was lined with smaller timber yards and saw mills occupying plots fronting onto Victoria Street (Fig 10). This pattern of development appears to have been established along the Old Dock which was later enlarged and re-cut to form Alexandra Dock.



Fig 9: A view of Alexandra Dock looking westwards. The two coal drops can be seen at the western end of the dock along with extensive railway sidings to the north. © Historic England Archive. Aerofilms Collection EPW053388 31-MAY-1937.

Photographs from 1925 and 1937 show the yards to the west stacked with vast volumes of sawn timber. Contemporary newspaper reports noted a revival of the Grimsby timber trade in 1937, with imports more than doubling compared to the previous year (*Hull Daily Mail* 1937; *Leeds Mercury* 1937). A number of large storage sheds – open sided with pitched roofs – were located in the yards. Photography from 1937 is detailed enough to make out the names of three of the timber merchants operating on Alexandra dock – ‘Winteringham & Son’, ‘Hewson Chapman & Co Ltd’ and ‘Marshall Knott & Barker Ltd’ (Fig 11).



Fig 10: Plots to the east of Alexandra dock occupied by timber yards and saw mills. RAF/106G/UK/809
RVp2 6013 17-SEP-1945
Historic England Archive
RAF Photography (detail).



Fig 11: A view westwards across Alexandra Dock to the timber yards of Winteringham & Son and Hewson Chapman & Co Ltd. © Historic England Archive. Aerofilms Collection EPW053405 31-MAY-1937 (detail).



Fig 12: A view of Victoria Street North in 1937 looking to the west. Victoria Flour Mills is in the centre of the image with the Palace Theatre to the left. Tudor Revival Castle Press can be seen on the right. © Historic England Archive. Aerofilms Collection EPW053403 31-MAY-1937 (detail).



Fig 13: A similar view to Fig 12 taken in 2016 showing the significant degree of landscape change along Victoria Street and the surrounding area. 28844_045 13-JAN-2016 © Historic England Archive.

Pre-war photographs also illustrate the yards, warehouses and other significant buildings to the east of the dock. These include some of the few historic buildings that still survive – including the Grade II listed Castle Press (formerly an artillery drill hall built between 1890 and 1904 in the Tudor Revival style) and Victoria Flour Mills – as well as many which have since been lost such as the Palace Theatre (Figs 12 and 13). Details of working life are vividly captured. The docks are busy with cargo vessels being loaded and unloaded and, while there are several motor vehicles visible, horse-drawn transport is still being used to carry goods (Fig 14). Advertising hoardings, including Hovis, Guinness, Bass, Oxo and Players, line the fences and buildings along Corporation Street and Freeport Wharf. One billboard on the gable end of a building on Victoria Street includes the name W H Jackson & Co, a firm of advertising agents and bill posters that were located further north on Victoria Street (Kelly's Directory Lincolnshire (1919): 256).



Fig 14: Advertising hoardings lining the buildings on Freeport Wharf. Horse-drawn traffic can be seen crossing the Corporation Bridge. Also of interest is the signage advertising the 'Albatross' brand of flour around the chimney of Victoria Flour Mills. © Historic England Archive. Aerofilms Collection EPW042806 AUG-1933 (detail).

By early 1939 the volume of timber passing through Grimsby was significantly declining. One factor, noted in reports of the time, was the amount of stock imported in 1937 but impending conflict and wider 'uncertainty in international affairs' were also cited. Marshall Knott & Barker's loads had decreased from 43,893 in 1937 to 40,042 in 1938 while Winteringham & Son's had dropped from 48,198 to 32,987.

Imports by Hewson Chapman & Co had dropped by almost 40% to 17,149 loads (*Grimsby Daily Telegraph* 1939). This was soon exacerbated by the outbreak of hostilities. By September 1940 photography shows declining stocks of timber and by August 1942 the yards surrounding Alexandra Dock are all but empty (Fig 15). One of the sheds has also been severely damaged by a bomb. Aerial photographs record a continued slump in the timber trade post-war. Throughout the late 1940s stocks of timber appear diminished and it is not until 1953 that evidence of increased trade can be observed.



Fig 15: The timber yards on Alexandra Dock showing the severe depletion of stocks in 1942. One of the sheds (circled) has been partially destroyed by a bomb. RAF/FNO/108 FS 210 20-AUG-1942 Historic England Archive RAF Photography (detail).

Cars and shopping

By 1940 both of the 19th-century coal drops in Alexandra Dock had been dismantled, although the large railway sidings to the north of the dock remained in use. Much of the dock's railway infrastructure remained unaltered into the post-war period but by 1968 the tracks and sidings serving the timber yards had been removed and replaced with roads (Fig 16). Modification of the western end of Alexandra dock – previously the location of the coal drops – is also evident, presumably relating to the requirements of road haulage and accommodation of roll-on/roll-off shipping. The following decade would see the most radical reshaping of Alexandra Dock since its completion in 1880 – linked to the gradual decline in the traditional industries that had made Grimsby in the previous century.



Fig 16: By 1968 roads had replaced the rail infrastructure on Alexandra Dock. The coal drops which were located at the end of the western dock (see Fig 9) had also been removed by this date. MAL/68056 V 112 16-AUG-1968. Reproduced by permission of Historic England (detail).



Fig 17: New roll-on/roll-off car handling facilities on Alexandra Dock seen in 1976. MAL/76037 V 178 06-JUN-1976 © North East Lincolnshire Council (detail).



Fig 18: Construction of the embankment to carry the A180 in 1982. By this time the timber yards had largely disappeared. © Historic England Archive. Aerofilms Collection EAW418777 19-MAR-1982.

In 1971 the Volkswagen motor company announced plans to use the port of Grimsby for half of its UK vehicle imports (*Thanet Times* 1971). By 1974 £400,000 was being spent on new roll-on/roll-off berths (*The Times* 1974) and these are visible on 1976 photography (Fig 17), although the timber yards elsewhere appear to still be operating. By 1982 however, the landscape had been radically altered with all but the last few remnants of the timber yards and coal handling erased (Fig 18). The A180, which provided a desperately needed link into the motorway system, can also be seen under construction. The west banks of Alexandra Dock, south of the newly constructed A180, were redeveloped in the late 1980s into the current pattern of land use we see today. To the south of Corporation Road a new supermarket was constructed on land previously occupied by the Hewson Chapman & Co timber merchants. To the north, a now ubiquitous retail park was built, reflecting a wider trend in out-of-town retail development seen throughout the country from the 1980s onwards (Fig 19) (Morrison 2003, 291–292). Merchant ships had also been replaced by leisure craft, docked at the newly-constructed jetties of the Alexandra Quay Marina and Grimsby & Cleethorpes Yacht Club.



Fig 19: Alexandra Dock in 1992 looking north. The former timber yards to the west had been developed into a retail park by this date. 12257/73 12-JUN-1992 © Historic England Archive.

Throughout the 1990s the aerial photographs record the steadily expanding infrastructure associated with car importation. By 1995 car storage facilities covered much of the land previously occupied by the Brickpit coal sidings and the former coastal marshes (Fig 20). Currently these facilities cover around 0.6sq km, a vast area of land accommodating the import of over 500,000 vehicles a year (Associated British Ports 2018).



Fig 20: Car handling facilities around Alexandra Dock. OS/95725 V 117 19-AUG-1995. © Crown copyright. Ordnance Survey (detail).

The eastern dockside

Aside from small adaptations, the character of the eastern dockside changed relatively little between the end of the war and the late 1960s. By 1970 areas of clearance were emerging. Parts of the Victoria Flour Mills had been demolished and the former warehouses to the south of Freeport Wharf –including one of Grimsby's old ice factories – had been cleared. A new garage and filling station occupied part of the site (Fig 21). Further development had taken place south of Freeport Wharf by 1988 with the construction of Bridge House. More of the Victoria Flour Mills complex had also gone by this date along with The Palace Theatre which had been demolished in 1979. To the north, there is less evidence of large-scale change other than the demolition of some of the old timber yards for the A180 and an associated roundabout. Around 1990, however, further modern development can be seen encroaching from the north with a large warehouse retail development which was followed by a second to the south in the late 1990s (Fig 22).



Fig 21: Clearance of land to the south of Freeport Wharf. MAL/70056 V 082 18-JUL-1970. Reproduced by permission of Historic England (detail).

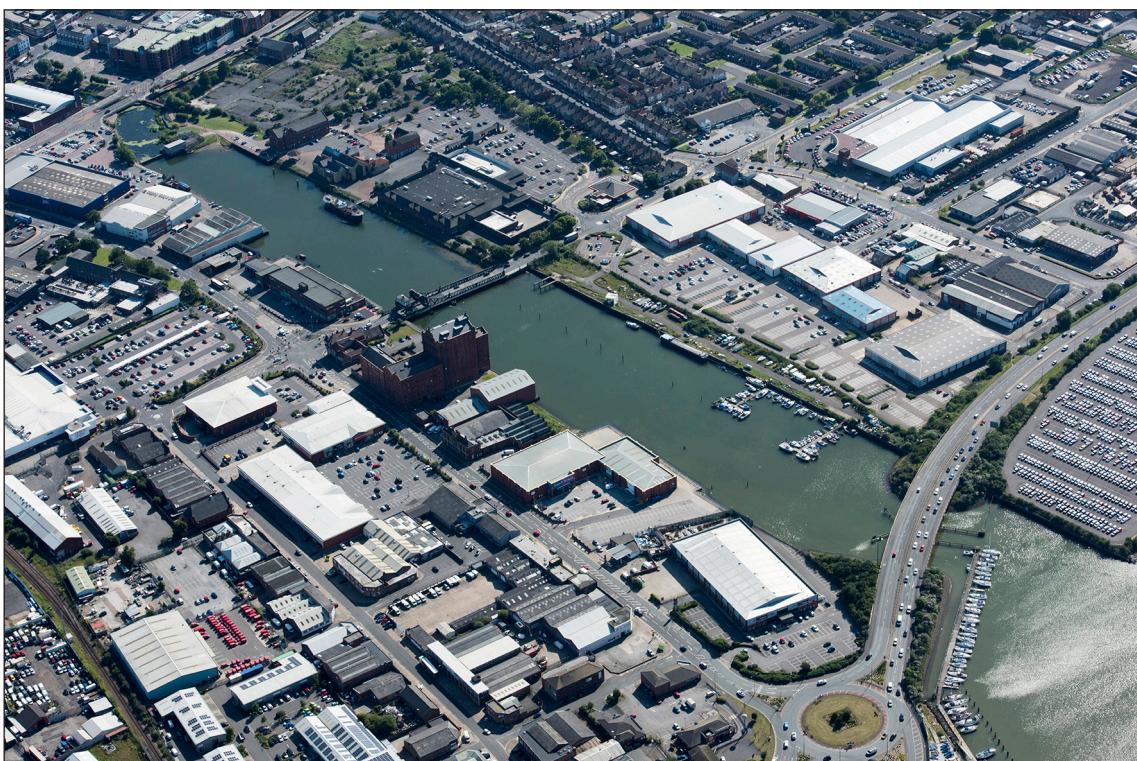


Fig 22: Retail developments on Alexandra Dock. 34108_053 03-JUL-2019 © Historic England Archive.

The old town and commercial district

The area to the south of West Haven represents the historic core of Grimsby, including the commercial district. This area also encompasses much of the Central Grimsby Conservation Area which extends eastwards into the East Marsh area discussed above.

Industry

The West Haven and Riverhead are the last surviving remnants of the earliest dock system but they continued to serve the trades and industries which lined the docks into the early 20th century. Many of the buildings associated with these trades survived into the 20th century and are visible on aerial photographs into the 1950s. Few now survive but these include the 19th-century Haven Flour Mill.

The focus of Grimsby's malting industry was in the East Marsh area (see below) but two early malthouses are located on West Haven. On the north side of the dock is the Grade II listed maltings of Sandars & Co which owned the three large malthouses in East Marsh. To the south of the dock was a smaller malthouse of Arthur Soames & Son. A third malthouse formed part of the brewery complex in Bull Ring (Fig 23). This was acquired by Hewitt Brothers Ltd in 1892 (Brewery History Society 2019), also the owners of the Tower Brewery in Pasture Street (see below). A second brewery was located on Wellowgate, by this point owned by the Nottingham Brewery (Brewery History Society 2019) (see Fig 34).



Fig 23: The Hewitt's brewery in Bull Ring. The five-storey building on the right is the malthouse. © Historic England Archive. Aerofilms Collection EPW012667 06-MAY-1925 (detail).

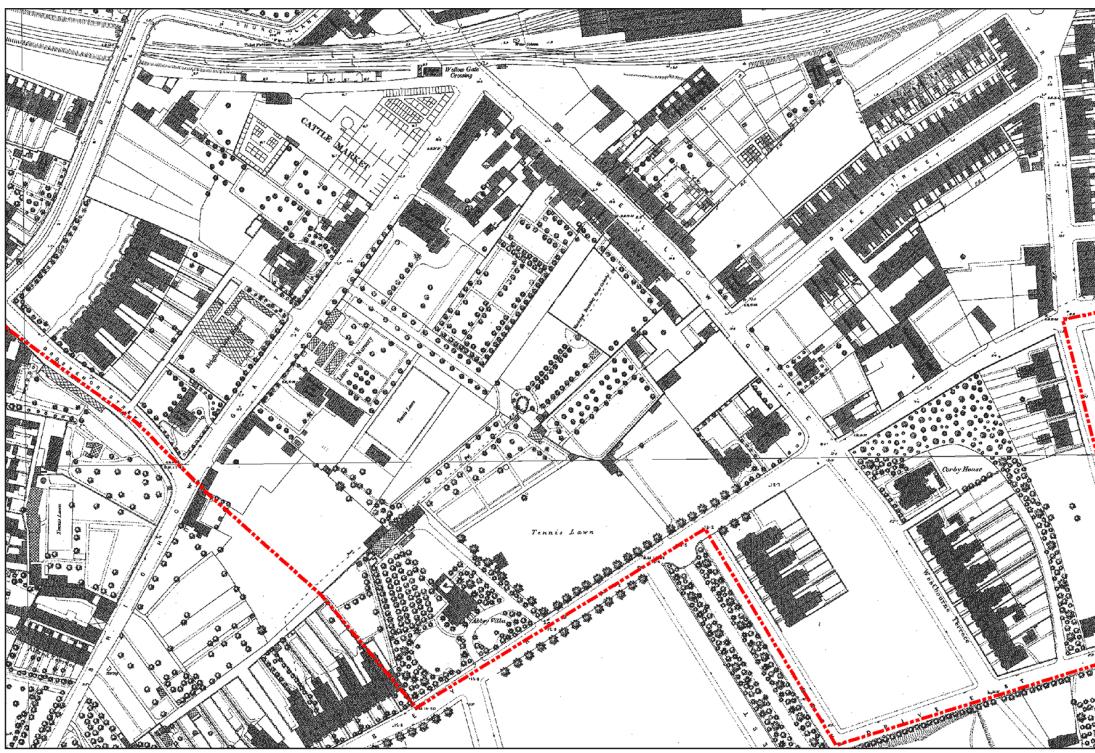


Fig 24a: Housing development to the south of the station in the late 1800s. Ordnance Survey 1:500 published 1889 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.



Fig 24b: By the early 20th century previously open areas had been infilled with further terraced housing and other buildings. Ordnance Survey 1:2,500 published 1933 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.

Housing

By the late 19th century large areas of this part of the project area had been developed into housing. To the north this was predominantly high-density terraces but further south was a more affluent area of larger terraces and detached villas. On the 1889 OS 25" mapping (surveyed 1886–7) several areas remain undeveloped but these were largely built on by the early 1900s (Fig 24).

Several areas of bomb damage are evident on 1940s photographs (Fig 25). While some appears to be relatively minor – identifiable by the replaced roof tiles – other damage is more severe. A cluster of large cleared bomb sites lie to the east of the station on Garden Street, Duchess Street, Railway Terrace, King Terrace and Abbey Walk while smaller areas of clearance are located on Abbey Drive East and Dean's Gate. Aside from these areas, the pattern of late 19th and early 20th-century housing remained largely unchanged until the late 1960s.



Fig 25: Bomb damage to the east of the railway station in 1945. Cleared bomb sites (a) can be seen along with repaired roofs (b) showing as lighter tiles. An emergency water supply (c) and surface air raid shelters (d) are also visible. RAF/106G/UK7687 RVp4 6286 10-SEP-1945 Historic England Archive RAF Photography. (detail).

Large-scale demolition began with the Riverhead Centre development (see below) which resulted in the clearance of housing in West Dock Street, Sanctuary Lane, Clayton Street, Flotter Gate, Worsley Street, Silver Street, Brewery Street and Haven Street (*see* Fig 28). Less than a decade later, in 1976, further areas had been cleared to the east and south of the station. While some were turned into car parks, others were replaced with modern estates (Fig 26).



Fig 26: The terraced housing seen in Fig 25 was cleared in the 1970s and 1980s and redeveloped into car parks and new housing estates. OS/88158 V 12-JUN-1988. © Crown copyright. Ordnance Survey (detail).

Commercial

The area of Grimsby centred on Victoria Street has historically been the commercial heart of the town. By the 16th century two markets a week were being held (Gillett 1970, 104). The old market place was also the location of the 1857 corn exchange which was demolished in the 1950s (Fig 27). To the south of the railway line on Brighowgate was the cattle market which had opened in 1875 (Gillett 1970, 238). This later became the site of a bus station (*see* below). Photographs from 1925 illustrate the shops in the commercial district, many of which have been lost to later redevelopment (Fig 27) while another image captures a market day in 1933 (*see* Fig 34). Advertising hoardings line the approach to the station, including one for Fletcher's furniture, while the premises of Dunn's boots and shoes on Bullring Lane can be seen in the background.



Fig 27: The old market place in 1925 showing the Victorian corn exchange (centre right). © Historic England Archive. Aerofilms Collection EPW012667 06-MAY-1925 (detail).

Until the mid-1960s, few substantive changes to the commercial premises around Victoria Street can be seen from aerial photographs. One of the exceptions to this is the construction of a large new store for Woolworth & Co which was completed in 1957 (Morrison 2015, 217) and photographed in April of that year. To the south, the Methodist chapel on the corner of Osborne Street and George Street was in the process of being demolished in 1957. This site was redeveloped into New Oxford House, a curved office and commercial building designed by local architect RW Brown (NELC 2015, 104). Although not visible on aerial photographs until 1962, newspaper notices from 1959 record the firm of Wilkin and Chapman Solicitors operating from the premises (*Aberdeen Evening Express* 1959).

By 1965 other small commercial developments had been completed, including Pearl Assurance house by Elsworth Sykes & Partners, Hull (NELC 2015, 82), 22–24 Victoria Street, and 96–100 Victoria Street. But just three years later, in 1968, more radical redevelopment was in progress. On Osborne Street new developments included the Royal Mail sorting office and Grimsby Central Library, designed by borough architect JM Milner (NELC 2017, 170). Sir Charles Nicholson Rushton's brutalist Yorkshire Bank was under construction on this date – he also designed Hampton House on Church Lane (NELC 2015, 96; 98). The most significant change, though, is the clearance of the area between West Haven, Sanctuary Lane and Clayton Street in advance of the construction of the Riverhead Centre (Fig 28).



Fig 28: Cleared streets in advance of the Riverhead Centre development. To the south, post-war development includes Woolworth's (a), New Oxford House (b), Pearl Assurance House (c), 22-24 Victoria Street (d), 96-100 Victoria Street (e), Royal Mail sorting office (f), Central Library (g) and Yorkshire Bank (h). MAL/68056 V 128 16-AUG-1968. Reproduced by permission of Historic England (detail).

The Riverhead Centre was designed by Bernard Eagle & Partners between 1969 and 1973 (NELC 2015, 80) and was typical of the kind of town-centre redevelopments taking place around the country in the 1960s and 1970s. The development comprised an open-air precinct centred on a new street named Friargate (Fig 29). Access appears to have been from Victoria Street via Brewery Street. A number of the historic buildings along Victoria Street were retained but some of the existing 20th-century shop buildings were incorporated into the development. This included the 1957 Woolworth's store which was extended and converted to self-service in 1971 (Morrison 2015, 161; NELC 2015, 83) as well as the Midland Bank and the Guy & Smith and Lawson & Stockdale department stores (*The Times* 1969).



Fig 29: The Riverhead Centre under construction in 1970. MAL/70056 V 135 18-JUL-1970. Reproduced by permission of Historic England (detail).

By 1976 further redevelopment of the Bull Ring area had taken place, including remodelling of the road layout linking Church Lane and Haven Bridge to provide vehicular access to the Riverhead Centre. This involved large-scale clearance of the area to the north of St James's Church around Chantry Lane, Maude Street and Old Cartergate. Three principal buildings – all by Nicholson, Rushton & Smith – were constructed as part of the development, namely St James' House office block, the Grimsby Crest Hotel and a large retail unit commonly known as the Wilkinson's Block (NELC 2015, 92–3) (Fig 30). Further clearance had also taken place to the south of Osborne Street where buildings in the block defined Garden Street, Abbey Walk and Osborne Street had been demolished in advance of a large retail development and car park.



Fig 30: Development around St James's Church and the Riverhead Centre as well as the Abbey Walk multi-storey car park (a). MAL/76037 V 205 06-JUN-1976 © North East Lincolnshire Council (detail).



Fig 31: The redeveloped Riverhead Centre, renamed Freshney Place, in 1992. OS/92296 V 106 11-AUG-1992 © Crown copyright. Ordnance Survey (detail).

The design of many open-air precincts had neglected their utilitarian rear elevations which were commonly visually unappealing. The lack of restaurant or café facilities and issues with anti-social behaviour also became an issue in later years. For these reasons many post-war precincts were later converted into enclosed shopping malls (Morrison 2003, 260). The Riverhead Centre was redeveloped in the late 1980s in line with this trend. OS photographs from 1992 illustrate the new development, by this point renamed Freshney Place. As well as enclosing the previously open air Friargate, the new centre expanded considerably, building on the area to the north of the Riverhead Centre which had been a car park (Fig 31).

The impact of the motor car

Key to the concept of precinct developments such as the Riverhead Centre was the separation of pedestrian and vehicle (Morrison 2003, 251) but this is just one of the latest manifestations of how the rise of motorised transport and car ownership impacted on the built environment in this part of Grimsby.



Fig 32: A view of the old town looking west in 1925. Large areas have since been swept away by post-war redevelopment. © Historic England Archive. Aerofilms Collection EPW012660 06-MAY-1925.

Photographs from 1925 show views of St James's church, the station and the surrounding streets (Fig 32). Just one month before this image was taken the Grimsby Corporation had purchased all of the tramways and they went on to introduce trolley buses later that year. One image shows a tram about to turn onto Deans Gate from Church Lane while a motor bus can be seen parked on the old market place (Fig 33). Aside from a single van, the streets are largely devoid of traffic.



Fig 33: St James's Church and the cattle market in 1925 looking northwards towards the Bull Ring. © Historic England Archive. Aerofilms Collection EPW012667 06-MAY-1925.

A photograph taken in 1933 shows a very different scene with numerous cars and vans on the road and parked at the station, including four Albion buses on Brighowgate, which had begun running on some of the routes in 1928 (Fig 34). A large shed on is also visible on Manor Avenue which is marked as a 'garage' on later OS maps. The size of this building seems to indicate that it related to motor buses rather than cars. Other interesting details include the signage of 'H. Appleyard Motor Carrier. Car Washing' painted on the roof of a building next to the old cattle market. By 1937 this site had been redeveloped into a new bus station (Fig 35) and contemporary newspaper adverts were promoting excursions to Skegness and Mablethorpe.



Fig 34: Motorised traffic seen in 1933. The large shed on the left is marked as a garage on later OS maps. Wellowgate Brewery can just be seen in the bottom left of the frame. © Historic England Archive. Aerofilms Collection EPW042805 AUG-1933.



Fig 35: The bus station on the redeveloped site of the old cattle market. © Historic England Archive. Aerofilms Collection EPW053387 31-MAY-1937 (detail).

As far back as 1919 The Grimsby Motor Garage Company were advertising motor trucks (*Boston Guardian* 1919) and in 1934 were promoting ‘new and second-hand cars. Prices to suit all pockets’ (*Lincolnshire Standard* 1934). The company was located in South St Mary’s Gate and it is likely that the large shed with a parapet wall topped frontage seen on 1937 photographs is their premises (Fig 36). Burtons Garage on Wellowgate first appears on photographs in 1951 (Fig 37) and the company was advertising self-drive hire cars in 1952.



Fig 36: A rear view of the probable premises of the Grimsby Motor Garage Company on South St Mary's Gate (a). © Historic England Archive. Aerofilms Collection EPW053387 31-MAY-1937 (detail).



Fig 37: Burtons Garage on Wellowgate seen in 1958. RAF/58/768 Vp4 5018 30-JUL-1951. Historic England Archive RAF Photography (detail).



Fig 38: Abbey Walk car park captured on an Aerofilms photograph in 1953. The white lines are where the original image has been marked up for cropping. © Historic England Archive. Aerofilms Collection EAW052053 07-SEP-1953 (detail).

By 1946 a number of cars and other motor vehicles can be seen on the streets and the Bull Ring and Old Market Place are both being used for *ad hoc* parking. It is not until 1952 that the first formalised car park can be seen, located on Abbey Walk, the car park occupied a cleared bomb site (Fig 38). The use of bomb sites for parking was a common phenomenon in the immediate post-war years (Morrison and Minnis 2012, 199) but this appears to be the only one in this part of Grimsby that was utilised. The Victorian corn exchange in the Old Market Place had been partially demolished by 1955 and was gone soon after. In 1962 this had become one of four new car parks in the commercial district, the others being located on Maude Street, Old Cartergate and Sanctuary Lane (Fig 39). South of the railway, another large car park was located in the area between Wellowgate and Duchess Street. This was also the location of a bus station constructed in the late 1950s on a bomb site. This car park was later expanded with the demolition of the terraces along the northern side of Duchess Street (see Fig 26).



Fig 39: Car parks in and around the commercial district in 1965. MAL/65051 V 151 20-MAY-1965
Reproduced by permission of Historic England (detail).

The Riverhead Centre incorporated rooftop parking accessed by a sloping ramp but this was supplemented by a multi-storey car park on Abbey Walk which replaced the 1950's car park illustrated in Figure 38 (*see Fig 30*). The cast concrete relief panels, designed by local sculptor Harold Gosney, have been noted as one of the best examples of this kind of decoration of a car park (Morrison and Minnis 2012, 209). Similar arrangements can be seen in other contemporary town centre developments such as in Blackburn and Rochdale (Morrison 2003, 256). By 1976 another multi-storey car park had been appended to the western end of the centre and large areas of open-air parking were located to the north and west.

East Marsh

Until the late 18th century, the East Marsh area of Grimsby had largely been common land but between 1799 and 1825 a number of building plots were laid out for the freemen of the town to the east of the New Dock, which opened in 1800 (Gillett 1970, 181–2; Historic England 2016, 4). These plots were located in the area approximately defined by Victoria Street and the railway line and they established the street pattern that survived into the mid-20th century (see Fig 7). Some of the most radical post-war redevelopment within the project area took place in the East Marsh district from the 1950s onwards. As well as sweeping away the 19th-century buildings, these developments significantly modified the existing street layout.

The brewing industry

The land to the east of King Edward Street was dominated by the three large malthouses constructed in the late 19th century by Arthur Soames & Son (Fig 40). Their location had largely been influenced by the cost savings of acquiring imported barleys at the point of entry into the UK, thus avoiding transportation costs (Brown 1983, 38). They also benefited from a direct railway link via the Grimsby and New Holland Railway which opened in 1848. By the end of the 19th century Soames' Grimsby malthouses were capable of producing 80,000–100,000 quarters of malt a year (Brown 1983, 31). In 1916 Arthur Soames & Son was acquired by Sandars of Gainsborough (Clark 1998, 144).



Fig 40: Sandars' northern (No. 3) malthouse. © Historic England Archive. Aerofilms Collection EAW052367 19-SEP-1953 (detail).



Fig 41: The bombed-out remains of Sandars' No. 2 malthouse .
RAF/106G/UK/787 RVp3 6213 10-SEP-1945 Historic England RAF
Photography (detail).



Fig 42: The rebuilt Sandars malthouse seen in 1953. © Historic England Archive. Aerofilms Collection EAW052366 19-SEP-1953 (detail).

The central (No. 2) malthouse was largely destroyed during an air raid at some point after 27 January 1943 – the date of the last aerial image to record the building intact (Fig 41). Sanders had also lost maltshouses in Manchester and took the decision after the war to rebuild the Grimsby site to replace these (Brown 1983, 94). The new malthouse was the last floor malting to be constructed in England but incorporated a high degree of mechanisation (Patrick 2004, 30) and was described at the time as ‘the most modern of its type in the country’ (*The Yorkshire Post and Leeds Mercury* 1954). Photographs from 1950 capture the new malthouse under construction (see Fig 51) and images taken in 1953 show the site a year after it began production (Fig 42).

Immediately to the south, on East Marsh Street, was a fourth, smaller maltings (Fig 43). Goad fire insurance plans of 1896 show this as belonging to Gilstrap and Earp but this was one of five companies amalgamated in 1928 to form Associated British Maltsters (Brown 1983, 34). On Victoria Street South was the malthouse of Hewitt Bros Ltd (Fig 43). Hewitts had constructed their malthouse in the late 19th century and also owned the Tower Brewery on Pasture Street (Fig 44) which they had taken over in the 1870s (Brewery History Society 2019). The brewery owned numerous pubs throughout Lincolnshire. At some point between 1937 and 1943 they replaced the existing Duke of Wellington pub on Pasture Street – located opposite the Tower Brewery – with a new building (Fig 45). This was part of a redevelopment of the site which included the construction of new bottling stores (Brewery History Society 2019).



Fig 43: The former Gilstrap and Earp malthouse (a) and Hewitt Brothers malthouse (b). © Historic England Archive. Aerofilms Collection EPW053390 31-MAY-1937 (detail).



Fig 44: Hewitts Tower Brewery on Pasture Street. © Historic England Archive. Aerofilms Collection EPW042807 AUG-1933 (detail).



Fig 45: The new Tower Brewery bottling stores and curve-fronted Duke of Wellington pub. © Historic England Archive. Aerofilms Collection EAW029026 10-MAY-1950 (detail).



Fig 46: A view across Corporation Yard towards Osmond & Son. © Historic England Archive. Aerofilms Collection EPW042804 AUG-1933.



Fig 47: Kool Products and John Everett. © Historic England Archive. Aerofilms Collection EAW052366 19-SEP-1953 (detail).

Other companies

Other large industries in Grimsby were also covered by Aerofilms including agricultural chemists Osmond & Son Ltd (Fig 46) and the town gasworks (*see cover image*). As well as the larger industrial concerns, the Aerofilms images also record some of the smaller firms operating in the East Marsh District in the mid-1900s. These include John Everett, Kool Products and the Great Grimsby Coal, Salt and Tanning Company, all on Railway Street (Fig 47).

Post-war development

RAF photographs from 1945 show a considerable amount of bomb damage in East Marsh. Several cleared bomb sites can be identified along with evidence for damaged buildings in close proximity to these (Fig 48). Over 40 concrete and brick surface shelters were recorded, some of which were located on cleared bomb sites. Covered trench shelters were also located around the railway sidings (Fig 49).



Fig 48: Cleared bomb sites in East Marsh in 1945 (a). Other Second World War features include several surface air raid shelters (b) and an emergency water supply (c). RAF/106G/UK/809 RVp4 6190 17-SEP-1945 Historic England RAF Photography (detail).

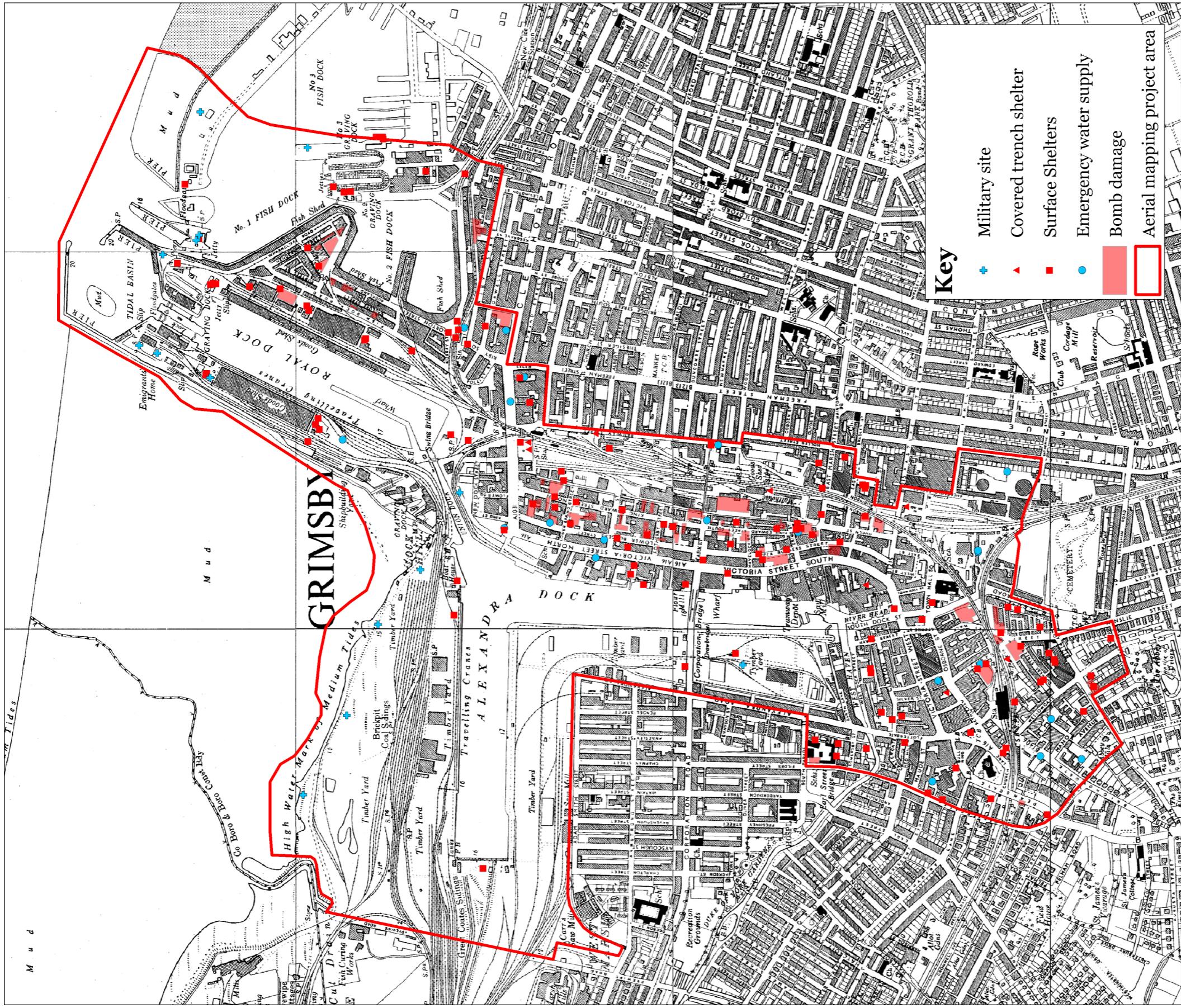


Fig 49: Second World War features in the project area. Ordnance Survey 1:10,560 published 1956 © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2019) Licence numbers 000394 and TP0024.

Along with the rebuilding of the Sandars malthouse noted above, other smaller areas of early post-war development are evident in the late 1940s and early 1950s. Anglo-Danish House, located on King Edward Street, was designed by Grimsby-based architect William Wells in 1946 and comprised a bacon factory and smokehouse with offices fronting onto the road (North East Lincolnshire Council 2017, 127). The first phase of construction was a pair of units which utilised two bomb sites. These can be seen under construction in 1947 and were completed by 1950 (Fig 50). They were later incorporated into the existing office building which appears to have slightly adapted the façade. A similar factory and office building can be seen on the opposite side of the road.



Fig 50: Anglo-Danish House (a) with a second similar post-war office and factory development (b).
RAF/58/768 Vp3 5137 30-JUL-1951 Historic England RAF Photography (detail).

The 1935 telephone exchange located on the corner of Grime Street and Burgess Street was also in the process of being extended in 1950 with parts of the new steel frame erected (Fig 51) – this was been completed by 1951. Other small developments include a flat-roofed warehouse on Bowling Green Lane. A bomb site opposite the Grimsby Corporation Tramways depot can be seen being used as parking for buses (Fig 51). The depot had been constructed in 1925 and reused a First World War seaplane hangar which had been moved from RNAS Killingholme (NELC 2015, 184).



Fig 51: The telephone exchange extension (left) and new malthouse (right) under construction in 1950. © Historic England Archive. Aerofilms Collection EAW029028 10-MAY-1950 (detail).



Fig 52: East Marsh in 1952 (left) and 1959 (right). RAF/58/893 V 5406 10-JUN-1952 Historic England RAF Photography (detail). MAL/59042 V 29-SEP-1959 Reproduced by permission of Historic England (detail).

By the mid-1950s a more systematic programme of clearance had commenced with the terraces between Victoria Street and the railway sidings being demolished and replaced with new industrial units. Photographs from 1957 show the first of these under construction and photography from subsequent years records the gradual development of the area (Fig 52). Many of the new units were fronted by red brick offices in the Neo-Georgian style – placing them at the end of the period from 1914 to 1960 when this style dominated (Powers 2017, 14). The development also included the Oberon public house which was constructed in the same manner.

Throughout the 1960s, the aerial photographs record the steadily changing character of East Marsh as further areas are cleared and replaced with large industrial units. By 1968 the former Gilstrap and Earp malthouse on Victoria Street had been demolished and in 1970 demolition of Sanders northern (No. 3) malting was underway (Fig 53). By 1988 only the central (No. 2) malting survived but its closure in 1992 would lead to its eventual demolition in the late 1990s.



Fig 53: East Marsh in 1970 with the demolition of the northern Sandars malthouse in progress. MAL/70056 V 134 18-JUL-1970. Reproduced by permission of Historic England (detail).

The Grimsby and New Holland railway had opened in the mid-1800s and large sidings developed in East Marsh. The railway sidings – through a combination of industrial decline and the increase in road haulage – also fall into dereliction during this period. OS photography from 1990 shows all but the existing main line removed and by 1995 redevelopment of the site had begun (Fig 54).



Fig 54: The East Marsh railway sidings in 1988 © Crown copyright. Ordnance Survey (detail).

Royal Dock, Nos. 1, 2 and 3 Fish docks

Perhaps the most evocative images of Grimsby are those of the fish docks before and immediately after the Second World War. Photographs from 1925 capture the docks in a year which saw record shipping movements with 162 vessels landing cargo in a single day in January of that year (*Todmorden & District News* 1925). A view of No. 1 Fish Dock shows it busy with trawlers moored two-deep in places (Fig 55). Of particular interest are the buildings and shipyards along the eastern quay of the dock as these were removed less than a decade later during the creation of No. 3 Fish Dock in 1934. This photograph is the only one in the Historic England Archive's aerial photograph collection to show these structures intact. Other points of interest include the partial demolition of the fish market alongside No. 1 Fish Dock which coincides with the location of an entrance visible on later photographs.



Fig 55: A view of No. 1 Fish Dock towards Royal Dock and the Grimsby Dock Tower in 1925. The eastern quay of the dock can be seen towards the bottom right of the image. © Historic England Archive. Aerofilms Collection EPW012666 06-MAY-1925.



Fig 56: A view westwards towards Alexandra Dock with the Grimsby Dock offices in the foreground. The piers of one of the 19th-century coal drops is just visible in the bottom right corner of the image. © Historic England Archive. Aerofilms Collection EPW012669 06-MAY-1925.



Fig 57: An image from 1925 showing scaffolding around the top of the Grimsby Dock Tower. © Historic England Archive. Aerofilms Collection EPW012668 06-MAY-1925 (detail).



Fig 58: The Kasbah looking north in 1937. © Historic England Archive. Aerofilms Collection EPW053393
31-MAY-1937.

A second frame from 1925 shows a view westwards from the dock offices towards Alexandra Dock (Fig 56). One of the late 19th-century coal drops which served the Royal Dock can just be seen on the right of the frame. This was removed around five years later, along with the connecting railway line. On another image a boat is being maintained in the graving dock and scaffolding can be seen around the dock tower (Fig 57).

One photograph in particular encapsulates the busy atmosphere of the Kasbah. Taken in 1937, it shows the fish docks busy with shipping, railway wagons, motor vehicles and people (Fig 58). Several buildings that were lost during the war can be seen, including the bonded warehouse. The images also provide a record of the numerous buildings that were lost in the post-war years. In Royal Dock the warehouses and travelling cranes that loaded and unloaded cargo are illustrated and the photography also provides good views of the coal drops which were removed in the late 1960s (Fig 59).



Fig 59: Royal Dock looking towards Alexandra Dock. The coal drops and cranes serving Royal Dock can be seen in the bottom right of the image. © Historic England Archive. Aerofilms Collection EPW053389 31-MAY-1937.

The docks in wartime

During the Second World War Grimsby served as a base for the Royal Naval Patrol Service, housing the largest mine sweeper fleet in the UK (Historic England 2016, 7). From 1940 it also served as the location of one of the ‘emergency batteries’ which supplemented the Humber defences (Dobinson 2000, 130). RAF photographs from September of that year show the battery only a few months after it became operational (Fig 60). The gun emplacements themselves – along with ancillary installations and the associated camouflaged huts – were located on the seaward side of No. 3 Fish Dock. Further military buildings were located between two of the locks which gave access to the fish dock (Fig 61). These are noted as a Royal Naval Reserve Centre on later OS maps and were extant until at least the 1970s. It seems likely that they were associated with the Royal Naval Patrol Service’s minesweeping operations.



Fig 60: The anti-aircraft battery located on the northern quay of No. 3 Fish Dock photographed in the year that it became operational. RAF/613A/BR19/3/VJ/0019 02-SEP-1940 Historic England Archive RAF Photography (detail).



Fig 61: Military buildings built over a filled-in lock crew room, surface air raid shelter and possible decontamination centre with water tank and chimney. © Historic England Archive. Aerofilms Collection EAW029405 05-APR-1950 (detail).



Fig 62: Two surface air raid shelters photographed in 1950 with traces of their camouflage paint scheme. The small building next to them is a potential home guard arms store © Historic England Archive. Aerofilms Collection EAW029407 05-APR-1950 (detail).

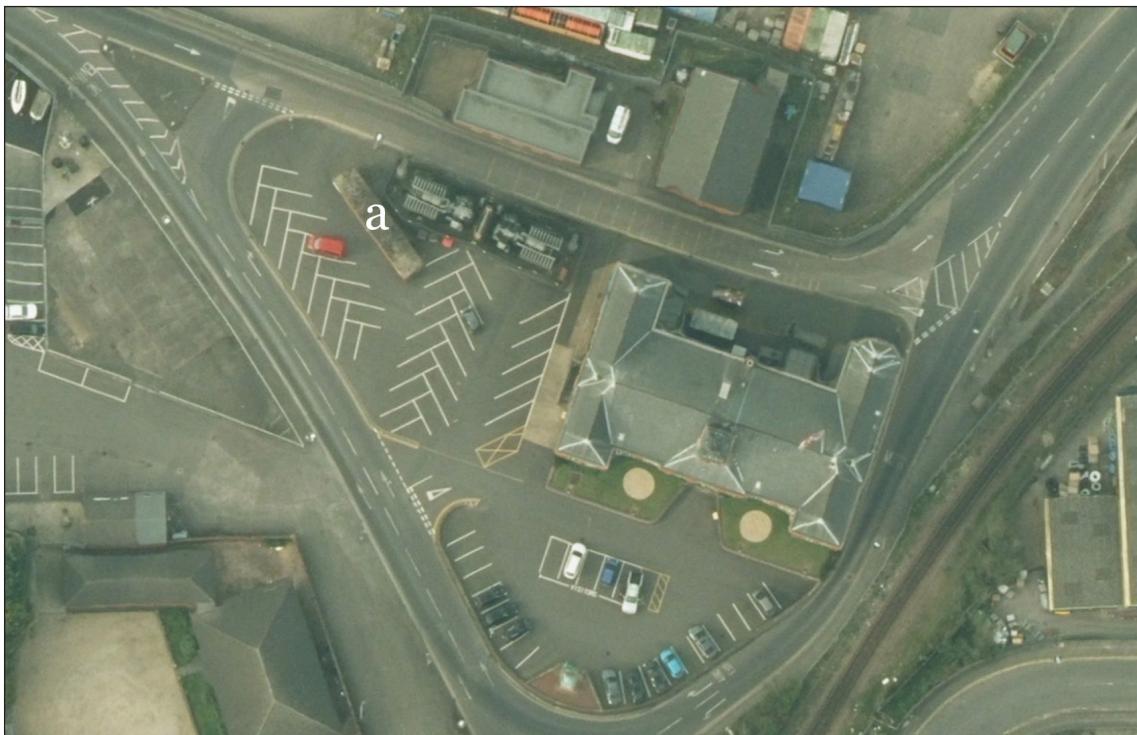


Fig 63: A surviving surface air raid shelter (a) in the car park of the Dock Offices building. TA2710 21-APR-2016 © Bluesky International/Getmapping PLC.

Elsewhere in the docks a number of surface air raid shelters can be identified on 1940s photographs (see Fig 49). Some of these survived into the 1950s and appear to have been repurposed for storage and other uses (Fig 62). Just one now survives and is located in the car park of the Dock Offices building on Royal Street (Fig 63). The docks suffered bomb damage through the course of the war and several buildings in the Kasbah area were destroyed or demolished, the largest being the bonded warehouse (Fig 64).



Fig 64: Redevelopment of bomb sites in the Kasbah (a-c). Other bombed out buildings such as the bonded warehouse (d) remained. RAF/106G/UK/809 RVp2 6091 17-SEP-1945 Historic England RAF Photography (detail).

Post-war decline and reinvention

By the 1950s England's fishing industry was already in decline (Historic England 2016, 7) and this trajectory continued over the following decades. In 1948 around 26,000 fishermen were in regular employment in England and Wales but this had declined to under 8,500 by 1989 (Ministry of Agriculture, Fisheries and Food 1992, 28). In that year just 49 trawlers were operating out of Grimsby docks (*ibid*); 462 vessels were registered there half a century earlier (Ministry of Agriculture and Fisheries 1939, 45). Despite the decline in UK fishing, Grimsby has adapted to specialise in seafood handling and processing, alongside other cargo handling, particularly for the automotive industry (Historic England 2016, 7). This adaptation is reflected in the built environment of the docks and can be traced through the historic aerial photographs.

RAF photographs from 1945 show a number of buildings which appear to have to be newly constructed on former bomb sites, indicating that rebuilding had commenced in the later years of the war or very soon after it had ended (Fig 64). Further areas of redevelopment are evident by the early 1950s. By 1949 the former post office building on the junction of Cross Street, Hutton Road and Auckland Road had been rebuilt along with a bomb site a couple of properties to the south. Others were redeveloped on Fish Dock Road (Fig 65).



Fig 65: Post-war redevelopment in the Kasbah including the site of the former post office (a) and a site on Fish Dock Road (b). © Historic England Archive. Aerofilms Collection EAW029005 10-MAY-1950 (detail).



Fig 66: Warehouses lining the Royal Dock. The railway sidings serving the dock can be seen running alongside the large warehouse on the western quay. RAF/106G/UK/849 RV 6038 28-SEP-1945 Historic England RAF Photography.

The Royal Dock had traditionally handled Grimsby's trade in the various goods being imported into and exported from the UK. The quaysides were flanked by large warehouses, all linked into the railway system that served the docks (Fig 66). By 1959 the large transit shed on the western quayside had been reduced in size. The site of the bonded warehouse, which had been destroyed in the war, had also been redeveloped by this date. Within two years further modernisation of the eastern quayside can be seen (Fig 67). The two 19th-century warehouses to the north-east of the long transit shed (Fig 68) had been demolished along with one of the larger warehouses to the east. Another appears to have been re-roofed or entirely rebuilt.

In the late 1960s the introduction of the shipping container changed the face of many UK ports. As well as significantly reducing the number of workers required to handle cargo, it also led to the concentration of activity in a smaller number of ports with facilities that could accommodate the new infrastructure required (El-Sahli and Upward 2017). This coincided with the rise in road haulage and decline in rail freight. Photographs from 1968 show a number of changes around the entrance to the Royal Dock (Fig 69). Most notable is the construction of a two-storey ramp next

to the graving dock which was built to accommodate roll-on/roll-off vessels. This development also included large areas of hard standing which had been previously occupied by warehouses and fish box storage. The facility had expanded by 1970 with further demolition of the transit shed and infilling of the graving dock. All of the workshops of the Humber Graving Dock & Engineering Co Ltd had been demolished by the late 1960s along with the former emigrants' dormitory building on the western quay. The coal drops, which were located on the jetty within Royal Dock had also been demolished. Reproduced by permission of Historic England



Fig 67: Modernisation of the quayside facilities on Royal Dock. These include new warehouses to the east of the dock. MAL/61499 V 95610 29-AUG-1961. Reproduced by permission of Historic England (detail).



Fig 68: One of the 19th-century warehouses on Royal Dock that were demolished around 1960 visible to the right of the photograph. The long building to the west of the Grimsby Dock Tower (a) was converted for use as a First World War Army slaughter house. © Historic England Archive. Aerofilms Collection EAW029407 05-APR-1950 (detail).



Fig 69: The newly constructed roll-on/roll-off ramps at the northern end of Royal Dock. MAL/6856 V 0105. Reproduced by permission of Historic England (detail).



Fig 70: The redeveloped quayside on Union Dock, fully integrated into the road system. MAL/68056 V 136 16-AUG-1968. Reproduced by permission of Historic England.

New quayside facilities are also visible on Union Dock with access to the Cleethorpes Road flyover via a new road system which replaced the existing railway line and sidings (Fig 70). In the Kasbah area much of the railway infrastructure that had been so instrumental to the development of the docks was redundant by the mid-1970s or had been removed entirely. During the 1980s the character of the Royal Dock quayside continued to change. By 1988 the last vestiges of the transit shed had been removed and few other historic buildings remained (Fig 71). One of the few exceptions was the Great Northern Railway warehouse.

From the 1960s a variety of factors including dwindling fish stocks, lack of investment and the Iceland-UK ‘Cod Wars’ gradually pushed Grimsby’s fishing fleet into decline (European Commission 2010, 28). Parts of the long fish market complex which ran along the quayside of the fish docks had been demolished between 1970 and 1976 but others had been removed by 1988 (see Fig 71). Adaptations to the west quay of No. 3 Fish Dock were being carried out in 1988 with the former graving docks being filled in. The quay between the entrances to Royal Dock and No. 1 Fish Dock was remodelled in this period to increase the area of hard standing associated with the roll-on/roll-off cargo operations. In the early 1990s a much larger remodelling of the area to the north of the Kasbah was undertaken – the most significant change to the layout of the docks since the opening of No. 3 Fish Dock in the 1930s. Over 2.5ha of dock were reclaimed for the construction of the new Grimsby fish market which opened in 1996 (Fig 72).



Fig 71: Further dockside redevelopment seen in 1988. By this point most of the original warehouses serving Royal Dock had been demolished. OS/88158 V 343 12-JUN-1988 © Crown copyright. Ordnance Survey (detail).

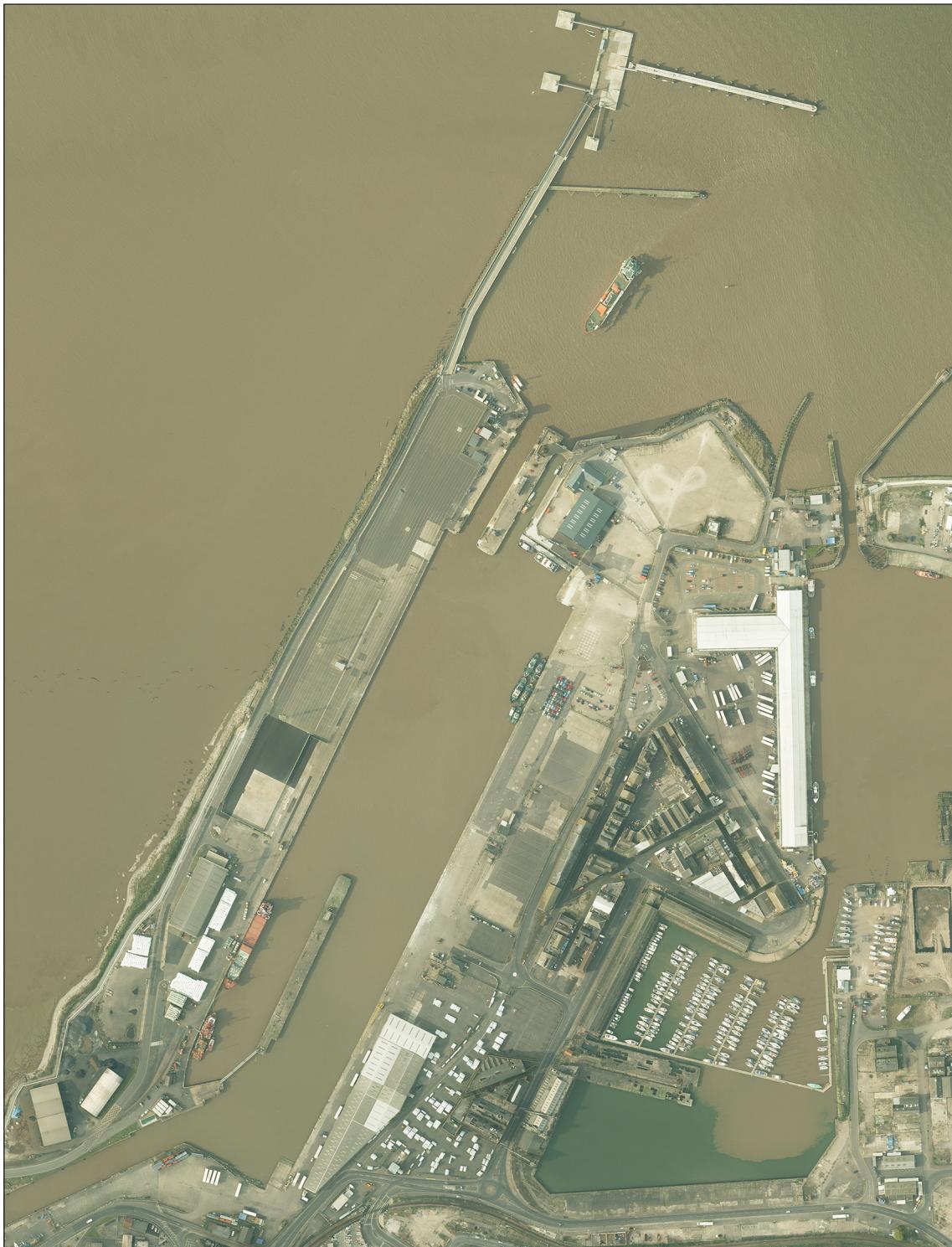


Fig 72: The docks in 2016. Much of the quayside infrastructure has been developed as car handling facilities, including the new river terminal seen at the top of the image. The new fish market is the large T-shaped building to the right of the photograph. TA2710, TA2711, TA2810 and TA2811 21-APR-2016 © Bluesky International/Getmapping PLC.



Fig 73: The ice factory and remains of the old fish market. 28844_015 13-JAN-2016 © Historic England Archive.



Fig 74: The remaining historic buildings in the Kasbah with the new fish market to the left. 28844_023 13-JAN-2016 © Historic England Archive.

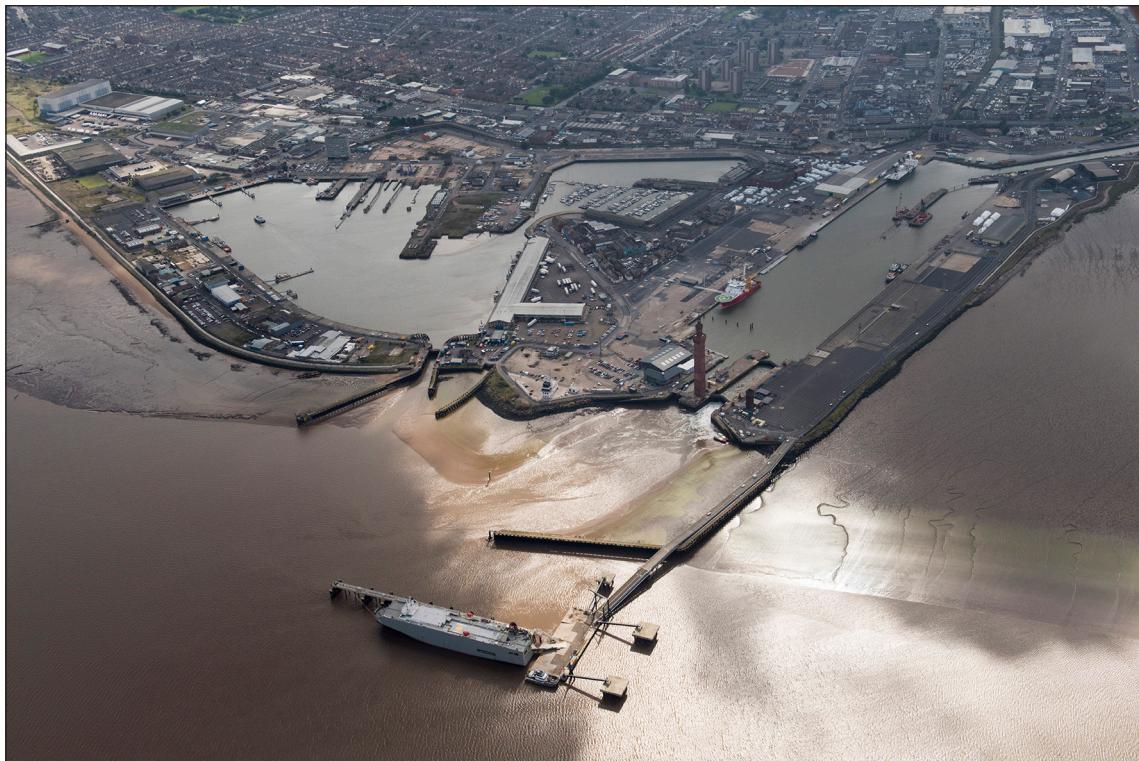


Fig 75: Grimsby Docks in 2017 with a car ferry docked at the new river terminal. The large industrial units to the top left of the image are the focus of seafood processing and storage. 28960_029 20-SEP-2017 © Historic England Archive.

The reduction in trawling and move towards seafood processing and handling meant that the buildings within the Kasbah complex became increasingly redundant throughout the later 20th century and early 2000s. Although a small number of businesses are still based in the Kasbah, the majority of buildings are now vacant. The Ice Factory – now Grade II* listed – was captured on an OS photograph in 1990, the year that it ceased operating. Throughout the early 2000s a number of buildings along Fish Dock Road, Maclure Street and Auckland Road were demolished, further diminishing the surviving area of the Kasbah and divorcing it from the Ice Factory (Figs 73 and 74).

By 2009 the warehouses on the east quay of Royal Dock, themselves replacing their 19th-century predecessors, had been demolished. On the west quay, the construction of the new river terminal in 2013 enabled larger cargo vessels to dock in Grimsby without having to navigate the narrow locks of the Royal Dock (Fig 75). The commercial focus has now moved to the east where a number of large seafood processing and storage facilities are located.

CONCLUSIONS AND RECOMMENDATIONS FOR FURTHER WORK

The aerial photographs held in the Historic England Archive provide a fascinating record of landscape change in Grimsby spanning almost a century. Early Aerofilms images capture a town at the centre of the world's fishing industry but also record other trades and businesses that were essential to Grimsby's economy. The impact of air raids during the Second World War began to alter the character of the town – particularly in East Marsh where the greatest damage occurred – but it was in the latter half of the 20th century that the most significant reshaping of the town can be seen.

The frequency of re-photography during the 1950s and 1960s provides a fine-grained record of the steadily evolving landscape of Grimsby in the post-war period. This adds considerable detail to the information available from Ordnance Survey mapping and complements other archival sources. The photography also records essential ephemeral details of those living and working in Grimsby.

Due to its scope and time frame, this project has only been able to provide a broad overview of the information contained within the aerial photographic record. It is clear that there is considerable potential for the archive to be used further for a variety of applications.

The principal conclusions of the assessment are:

- The results of the assessment can help inform existing and future studies by providing additional information on individual buildings and areas, particularly refining dates derived from OS maps. This could enhance the results of work such as the 2015 *Central Grimsby Conservation area. Conservation area appraisal*.
- The quality and chronological depth of the aerial photographs mean that they may be of use to those undertaking investigations into standing buildings within the area of the HAZ.
- Because of the degree of landscape change, the aerial photographic collection provides an unparalleled visual record of pre- and post-war Grimsby.
- Photographs from the collection – particularly Aerofilms images – have very high potential to be used for illustrative material and public engagement in a variety of ways. This could be through publication, social media and online dissemination tools such as story maps.

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