



View of the watertower from the Kasbah



Small shopping precinct



Fish smoking house

LINCOLNSHIRE EXTENSIVE URBAN SURVEY

Grimsby—2021



Church of Saint James and fisherman memorial

The Project

The primary objective of the Extensive Urban Survey is to create a record of the development and historic character of Lincolnshire's towns. It is anticipated that the survey will be of use and interest within the planning system and to the public, particularly those living within or visiting the towns. It should be noted that although every effort has been made to be thorough, the reports are not completely comprehensive and should not be expected to cover all that is known about a place.

The project consists of a written report, detailing the archaeological and historical background and development of the town. The character of the town will also be discussed within the report within specific Historical Urban Character Area (HUCA) assessments, which indicate the heritage value of each area based upon the four interests identified within Historic England's 2008 Conservation Principles: Evidential, Historical, Aesthetic, and Communal, these are also compared to values seen in the NPPF.

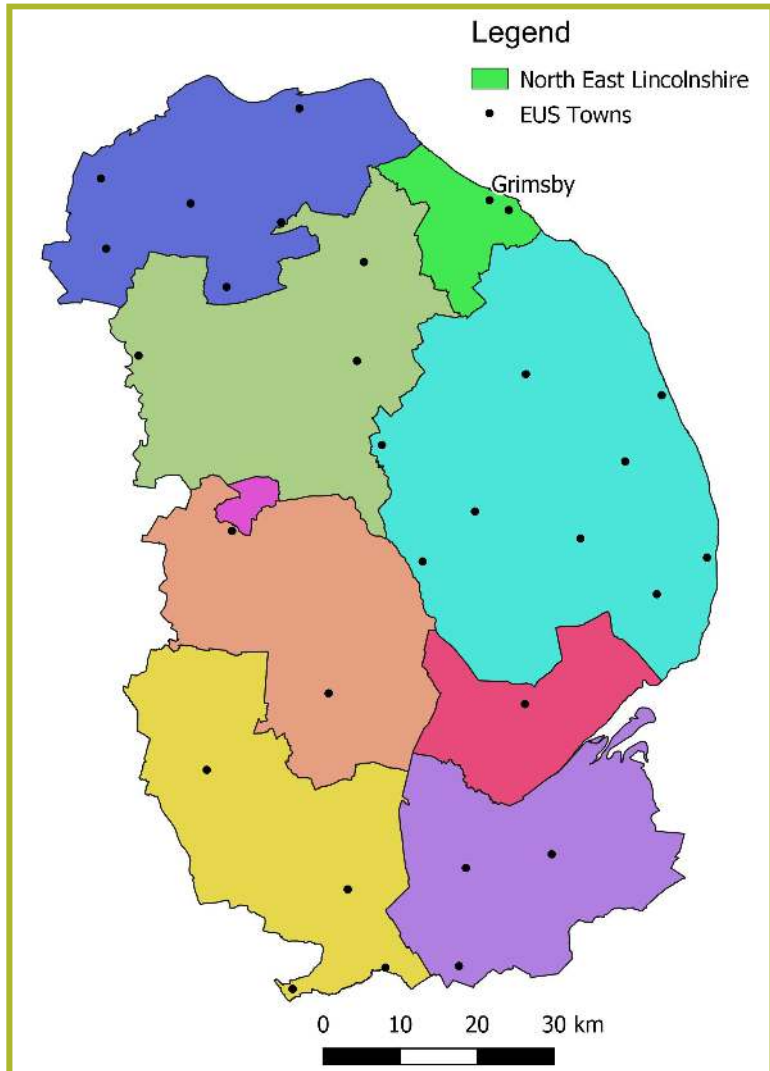
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey. As such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The North East Lincolnshire Historic Environment Record (NELHER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF21 para192).

The survey boundary was decided upon following discussions between the EUS Project Officer and the Heritage Officer for North East Lincolnshire District Council. This boundary excludes Old Clee village, which is included in the EUS report for Cleetorpes.

Location

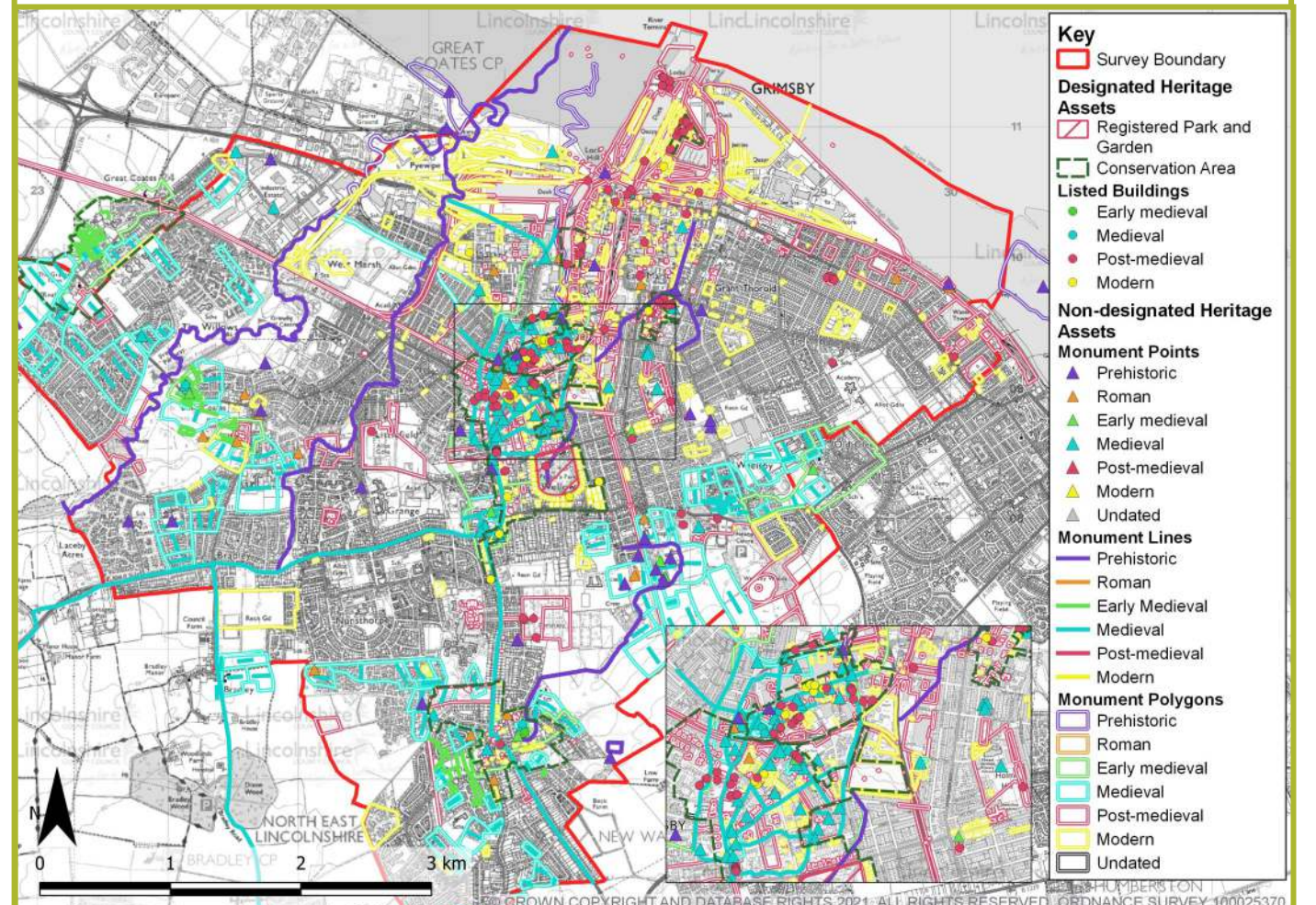
Grimsby is located within the unitary authority of North East Lincolnshire, in the ceremonial/historic county of Lincolnshire. Situated at the mouth of the River Humber, it is characterised by Natural England's Character Areas within the 'Lincolnshire Coast and Marshes, 42'. The area is described as a *wide coastal plain extending from Barton-upon-Humber to Skegness, bounded by the North Sea to the east and the Lincolnshire Wolds to the west. Most of the region is agricultural or coastal, with dispersed settlements and some industrial centres with larger populations such as Grimsby.* The port of Grimsby, once one of the largest fishing ports in the country, now acts as an important international freight link . The Lincolnshire Historic Landscape Characterisation does not include the large settlements of Lincoln, Scunthorpe and Grimsby. The surrounding area is described: *the settlements of Scartho, New Waltham, Humberston and Healing, once villages in their own right, now form an extended suburb of their larger neighbour. As Grimsby continues to grow it may be that these small towns will become incorporated into the conurbation. The trend from agricultural to industrial land-use began in earnest in the middle of the nineteenth century, with the construction of the Great Grimsby and Sheffield Junction Railway in 1848. This provided access to inland markets for goods produced in the region, initially for fish from Grimsby, but later for other products. Other industries have also grown up in the vicinity and the coast north of Grimsby is strongly industrial in character for a distance of several miles. The enclosure of the land paved the way for new uses of the landscape.*

Grimsby sits on bedrock geology of Flamborough Chalk Formation. This is overlain by superficial deposits of Tidal Flat Deposits - comprising Sand And Gravel.



Summary

A rapid assessment of Grimsby's history has been undertaken as part of the Extensive Urban Survey. A more in-depth analysis of its historic townscape, morphology and development, would be warranted due to the complexity of the settlement history uncovered. This has been outside the scope of the EUS although further investigation would be of great benefit to the town. Archaeological and environmental evidence from multiple periods provides a key insight into many aspects of the history of the region. The early settlement of Grimsby was established in the early medieval period, and by the time of the Domesday survey was a substantial settlement. Other small settlements were also established across the survey area, often located on areas of dry or raised land during the medieval period. These were predominantly agricultural settlements and remained so until the 20th century when they were subsumed into the town of Great Grimsby. Grimsby itself became an important fishing and trading port in the medieval period during its first economic surge although, by the late medieval period it had gone into decline and continued to contract until the 18th century. The construction of the new dock in 1799 was the catalyst to the revival of the town. The dock and fishing industry was further expanded through the introduction of the railway in 1848. Investments by railway companies created opportunities for the development of new transport links and industries upon which Grimsby, as a modern town, was founded. Its character reflects the nature of its growth with large areas of industry, in the modern period the town has had many larger residential developments. The town has grown rapidly throughout the 19th, 20th and 21st centuries absorbing former villages to become Grimsby in the present day.



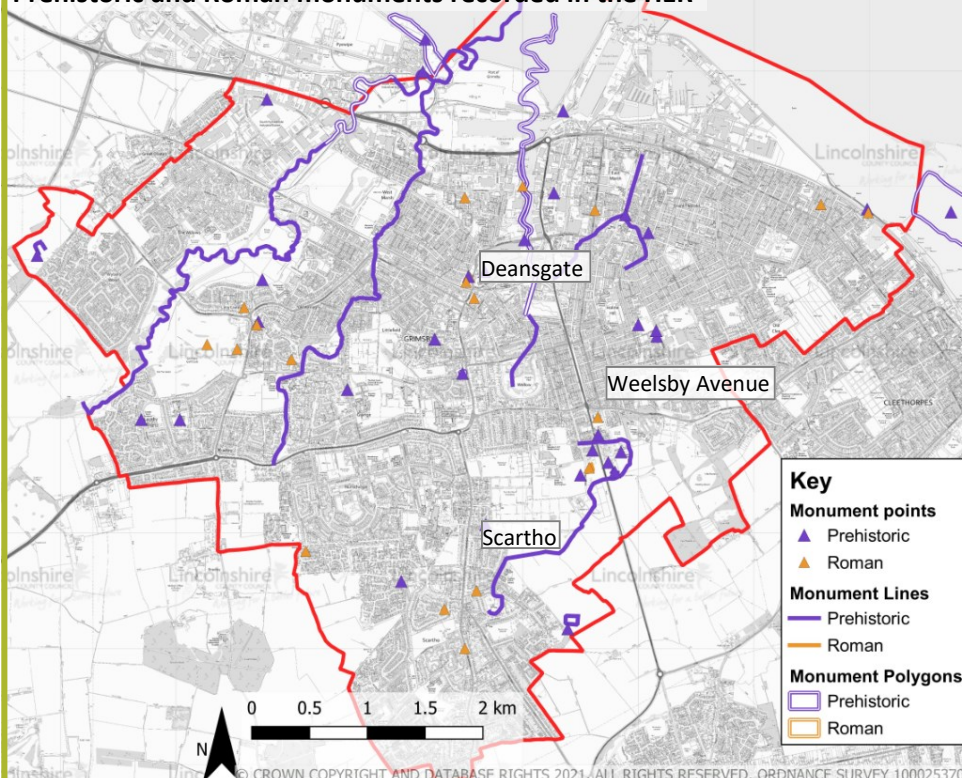
1. HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

1.1 PREHISTORIC

Records of the prehistoric period in north-east Lincolnshire suggest that the area has been intensively occupied for an extended length of time. During this period the landscape surrounding the town comprised large areas of marsh and forest (HER: MNL2907). Environmental sampling of the area shows that the woodland was made up of birch, alder and hazel which provides insight into the variety of resources which would have been available to local populations during this period. Artefacts from this period indicate how the landscape was being managed and utilised. Neolithic arrowheads recorded in the NELHER (North East Lincolnshire Historic Environment Record) suggest that the area was used for hunting (HER: MNL2138, MNL2526, MNL1145). Furthermore, Bronze Age axes are also recorded, which are suggestive of forest management and timber production (HER: MNL1148, MNL450, MNL1146, MNL2260). Barrows from the Neolithic and Bronze Age periods are known across the region, with higher numbers seen across the Lincolnshire Wolds. In the 19th century, a wooden Neolithic burial monument was excavated, ashes were also found nearby, however, by 1898 the coffin had degraded due to exposure. Further burial remains known as called Toot Hill were also investigated in 1903. From this mound, an urn as well as human remains were recorded. Two other mounds have been excavated nearby (HER: MNL469). These both revealed remains of human burials, as well as burnt material. Holme Hill was investigated in 1961, this was discovered following the flattening of a small mound which led to a skeleton, believed to be prehistoric, being uncovered (HER: MNL470).

Iron Age settlement has been recorded within the survey area. On a site adjacent to Weelsby Avenue, two round houses within an enclosure have been archaeologically investigated (HER: MNL1152, MNL1424). These investigations revealed domestic dwellings as well as remnants of prehistoric drainage channels. Moulds and crucibles recovered from the site indicate that iron working, including the production of metal horse trappings, was taking place. Finds of Roman pottery recorded on the site indicate that the settlement continued

Prehistoric and Roman monuments recorded in the HER



after the Roman conquest (HER: MNL1161). Another site includes the possible remains of prehistoric enclosures, close to Little Coates (HER: MNL2540, MNL2530). These may represent the remains of former animal enclosures and could have been used for the control of livestock.

Another site, close to Deansgate was investigated in the late 20th and early 21st centuries (HER: MNL2512). This site appears to have been occupied for an extended period, from the Iron Age into the Roman period and revealed evidence of long term maintenance. Evidence of hammerscale derived from smithing and hearth materials are also recorded on this site indicating that small scale industrial activities were taking place. Animal remains, including

those of pigs, dogs, and cattle demonstrate that animals were kept nearby and although they are in small quantities, it is possible that the site was therefore a farmstead. Remains of barley and wheat demonstrate that grains were being processed as well. The site became burgage plots (residential properties) in the medieval period (HER: MNL2513), which have disturbed some of the earlier deposits.

Several Iron Age coin scatters have been recorded in the area (HER: MNL1153, MNL1154, MNL1230, MNL1242, MNL4523). These include Staters from the Corieltavi Tribe, which was local to Lincolnshire in the Iron Age. Gallo-Belgic coins as well as some from the Ambiani Tribe, minted in Northern France, are also recorded. These finds indicate international trade was taking

place in the area.

1.2 ROMAN

As stated, settlements within Grimsby from the Iron Age contain evidence which indicates their continuation into later periods. The Deansgate settlement is one such site which continued into the Roman period and became part of the later town centre, with medieval and post-medieval remains on the same site. Archaeological excavation recorded the presence of animal bones, cereal grain and pottery (HER: MNL2512). The Iron Age settlement site near to Weelsby Avenue also continued into the Roman period (HER: MNL1152). An additional probable Roman settlement is recorded adjacent to Scartho, at the southern extent of the survey area (HER: MNL1425). Evidence includes several pottery types such as domestic bowls, storage jars and mortaria, 'higher status' pottery such as Samian ware. Archaeological investigation of the site has so far been non-intrusive, excavation may be beneficial to ascertain the nature and extent of the remains. Finds in the locality include pottery (HER: MNL1157) as well as Roman beads (HER: MNL1168, MNL2531).

In addition to the evidence of Romano-British settlement remains, scattered finds are also recorded around the survey area. These include a Roman lamp (HER: MNL1158), located near to Market Street, as well as Roman coins (HER: MNL1158, MNL492, MNL1156, MNL1207, MNL453) from the 1st and 2nd centuries.

1.3 EARLY MEDIEVAL or ANGLO-SAXON

In the early medieval period multiple settlements were established within the modern town of Grimsby. This included Grimsby itself (HER: MNL2252), Scartho (HER: MNL2256), Weelsby (HER: MNL1135), and Little Coates (HER: MNL2255). The villages remained physically separate from Grimsby until the 20th century, when the town's boundaries were changed and they were absorbed by urban development. Archaeological evidence of a possible farmstead from this period is recorded in Weelsby (HER: MNL2371). This investigation revealed a concentration of 8th and 9th century archaeological features, pottery, and plant remains indicative of a domestic settlement. The remains of ditches and a trackway are also associated with the site (HER: MNL2383). Artefacts from the 7th to the 13th century are recorded at Nuns Corner (HER: MNL2108). These findings are associated with a priory and provide evidence of meat processing, fish, bone, and multiple types of pottery.

The town's fortunes changed swiftly during the late 18th and early 19th century, as you can see here with the construction of a new dock on the Haven, this resulted in huge growth to the east of the Haven with an explosion of businesses, residential streets and industry.

1.3.1 PLACE-NAME EVIDENCE

The name 'Grimsby' is derived from Old Norse and means 'Grim's farm/settlement'. It originates from two naming elements: 'Grim', which is a personal name, and 'by' which means farmstead or village. Old Norse is the Germanic language introduced to the county during the 9th and 10th centuries, when Lincolnshire was part of an area where Viking law predominated, known as the Danelaw (INS, 2021).

The village names of 'Scartho', 'Weelsby', and 'Little Coates' also derive from the early medieval period. 'Scartho' comes from Old Norse and appears to be a topographic description of 'an opening' or 'gap' as well as the naming element for 'mound'. 'Weelsby' is likely to be Old English, which was spoken from the 5th century, and means 'Vifill's farmstead/village'. Little Coates also derives from Old English meaning a 'cottage' or 'shelter' (INS, 2021).

1.3.2 DOMESDAY SURVEY

At the time of the 1086 Domesday survey, Grimsby was part of the Bradley Wapentake in the North Riding of Lindsey. The land and resources were part of four estates. The land owners included Bishop Odo of Bayeux (who owned two of the four estates in Grimsby), Drew de Beurere (Drogo of la Beuvrière), and Ralph of Mortimer. Prior to the conquest, Odo of Bayeux's estates were both owned by Erik, Swein, and Tosti. These estates included 55 freemen, and 1 villager (villagers and freemen owned on average 30 acres of land and 2 oxen), 11 bovates (a bovate is approximately 20 acres), 6 men's plough teams (a plough team is a group of 8 oxen belonging to the lord or the villagers) and 54 acres of meadow (used for grazing and growing hay). Bishop Odo also received the rights of the ferry toll, which was worth 40 shillings a year (Foster and Longley, 1976). Drew's estate was held in soke (meaning it was an outlying manor) to Weelsby manor. It had belonged to Rolf (son of Skjaldvor) prior to the conquest and included 4 villagers, 1 bovate, 1 ox for a plough team and 1 acre of meadow. Ralph of Mortimer's estate included a manor as well as 11 villagers, 7 freemen who were living in 8 tofts, 10 smallholders (small holders on average owned 5 acres) and 1 priest. His land resources included 2 carucates (a carucate was approximately 120 acres) and 2 bovates (a bovate was 15 acres), 2 plough teams which belonged to the lord and 1.5 men's plough teams. It also comprised 30 acres of meadow, 1 mill, 1 church, as well as a ferry. Its worth increased by 91 shillings following the conquest, indicating that investments were made into

the estate. Grimsby is among the largest 40% of settlements in England during this time period.

Scartho, Weelsby, and Little Coates, which now fall within the boundaries of Grimsby, all had separate entries within the Domesday book (Foster and Longley 1976). Scartho was a substantial settlement with a manor, owned by Bishop Odo of Bayeux. Like his estates in Grimsby, Odo had been given the former estate lands of Erik, Swein and Tosti. It comprised 4 villagers, 85 freemen, 5 small holders. The land resources included land for 16 plough teams (3 lords plough teams and 13.5 men's plough teams), 360 acres of meadow, 100 acres of woodland, 2 mills, and 3 churches with priests. The Church of Saint Giles (HER: MNL1125, NHLE: 1379386) was probably one of the churches mentioned in this entry.

The Weelsby estate, owned by Drew de Beurere was not as large although it did include a manor. This had belonged to Rolf (son of Skjaldvor) before the conquest like Drew's Grimsby estate. It comprised 2 villagers, 15 freemen, land for 6 plough teams, 2 lord's plough teams, 2 men's plough teams and 80 acres of meadow.

Little Coates was divided into two estates, owned by Bishop Odo and Drew de Beurere. Odo's land included 15 bovates, 16 freemen, land for 4 plough teams, 3 men's plough teams, and 40 acres of meadow. Drew's estate included 6 freemen, land for 1.8 plough teams, 1 men's plough team and 30 acres of meadow.

1.3.3 RELIGION

The church of St Giles, Scartho is Grade I listed and dates to the 11th century. It has both Anglo-Saxon and Norman architectural elements. Its tower is Anglo-Saxon although alterations were made in the 13th century, including the insertion of the south door and nave arcade. A parapet was added in 1656 and further renovations were also made in 1859, which included roof restorations. In the modern period, the church was damaged in 1916 following a Zeppelin raid, and major works also occurred in 1955.



Church of St Giles

1.4 MEDIEVAL

Grimsby's population in the medieval period is estimated to have been around 400 at the time of the Domesday survey and up to as much as 2345 by 1492 (Rigby, 1993). These are estimates, although there were 469 tofts (house plot) recorded in the town (each containing a family) by 1492, which provides an indication to its size.

Grimsby began to receive recognition as a settlement of importance in the 12th century and was confirmed as a borough by 1194. Borough status allowed rights and privileges to a town such as the

right to hold a market as well as more autonomy over local laws. It developed into a small town in this period and had an economically successful port. By 1490 however, complaints about the '*decayed status of the town*' were being made to Henry VII. At the end of the medieval period, the town had preserved its borough status, although economically and physically it was undergoing a period of contraction and was much smaller than it had been during the preceding centuries.

1.4.1 STREET PATTERN AND DEVELOPMENT

In 1200, £80 was received from Henry II for the construction of a castle (Gillett, 1970). It is believed to have been located on land belonging to the Knights Templar. Work is recorded to have begun on the structure, although its location is not known. Several new civic buildings were constructed in the town in the 14th century, despite a decline in its economy over this period. These included a jail (HER: MNL1079) and a town hall (HER: MNL477).

The medieval extent of the town was bounded in the north and east by the West Haven. Cartergate (HER: MNL3567) and Bargate (which are aligned north-south) were the westernmost roads and these were also bounded by the western arm of a defensive boundary called the Burgh Dyke (HER: MNL487). Brighowgate (HER: MNL3570) and Abbey Road (HER: MNL3571) both had a junction with Bargate at the southwest of the town. The south-west to north-east trajectory of Abbey Road represented the south-eastern boundary of the town centre. In the east, Abbey Road connected to the Haven and with another section of the Burgh Dyke, creating a confined area in which the town was concentrated. This is believed to have served a defensive purpose and would have also acted as a boundary marker. Several original medieval roads have been preserved in the modern town layout, although remodelling of the town centre, particularly around St James' church and Victoria Street has resulted in the loss of some of the former street pattern.

The early medieval villages which are now within the present day boundary of Grimsby remained small settlements throughout the medieval period, these included Scartho, Weelsby, and Little Coates. The settlement of Holme (to the east of Grimsby centre) was also established, although it is not documented until 1182 (HER: MNL515). Holme was part of the parish of Weelsby and was separated from Grimsby by the Haven. 'Holme Brigge' bridge (HER: MNL498) is recorded as early as 1471 which connected the town to the villages of Holme and Cle. The settlement had a chapel, dedicated to St Nicholas in 1302 (HER: MNL479) and a manor (HER: MNL478). The area of the former village was developed into terraced housing during the 19th century.

1.4.2 RELIGION AND EDUCATION

Many chapels, churches and religious houses were established during the medieval period. These houses were often located on donated land and played a central role in the growth and organisation of the town, including constructing churches, and providing religious services to fishermen before their departure. The villages were often in separate parishes and frequently had their own place of worship and within Grimsby itself there were several religious buildings.

Churches and chapels

The town was divided into two parishes, the parishes of St James and St Mary. The parish of St James covered two thirds of the town and its surrounding fields. St Mary's covered the remaining third. The Churches of Saint James (HER: MNL1128) and St Mary (HER: MNL1129) had both been established by the early 12th century, and possibly before. The present day structure of St James was originally built in the 13th century, although it may have replaced an earlier structure. It has undergone renovations and extensions in the 14th, 18th, 19th, and 20th centuries and much of the original structural fabric has been replaced. The surviving architectural features from the 13th century include the nave and transepts. The chapel of Saint Jon de la Bourne (HER: MNL4325) is recorded in Grimsby, and it is thought likely that it was located in the church of St James. A medieval cross also stands within the churchyard of St James (HER: MNL1131).

The church of St Mary (HER: MNL1129) was a second parish church within the town. It is thought to have been built in the 12th century, in the Gothic style. In the 16th century, as the town was declining, it was suggested that St Mary's should be demolished, and this had been carried out by 1600, although the church yard remained until the 18th century. In 1586, the parishes of St James and St Mary were amalgamated. The churchyard of Saint Mary's was subsequently developed in the 18th and 19th centuries and now forms the urban block between West Mary's Gate, East Mary's Gate, South Mary's Gate, and Victoria Street.

Little Coates had its own church: the Church of St Michael. Grade I listed, the present building dates to the 14th century, although it is located on the site of a much older church.

The Abbey

Religious houses were attracted to Grimsby from the early 12th century. The earliest was founded by the Augustinians between 1118 and 1133. This Abbey (later called Wellow Abbey) was located to the southeast of the town centre, 400m south of the church of St James. The Abbey controlled areas of Grimsby, and by the end of the 12th century owned 33.5 tofts in the town. The Abbey of St Augustine and Olaf (Wellow Abbey) was founded between 1118-1133 by Henry I, although funded by Ranulf, the Earl of Chester and Geoffrey Trussebut (HER: MNL1143). Its extent and location are not known definitely, although the abbey grounds are thought to have covered approximately 7 acres and the abbey buildings are believed to have been centred around the modern day housing development of Abbey Drive and Abbotts Way. It was dissolved in 1536 as part of the religious reformation. The abbey grounds included a cemetery (HER: MNL869), burials associated with this cemetery have been discovered during construction work in the area. The abbey also had a mill, located on the Haven (HER: MNL1243) as part of its resources.

Friaries and Priors

The Augustinian nunnery of St Leonards/St Leonard's Priory (HER: MNL1141), was established by 1184 although some sources place its foundation between 1159 and 1181 (Shaw, 1897). The priory owned 72 acres of arable land and 66 acres of meadow. The site of the priory is now known as Nun's Corner and has been developed. Despite its landed resources, the nunnery was incredibly poor, and is recorded to have begged for alms and been exempted from taxation in 1349. A number of priory buildings were destroyed on two separate occasions in 1311 and 1459 and in 1539 the priory was dissolved as part of the religious reformation. Its lands and possessions were granted to the Dean of Westminster, who subsequently sold them to the Earl of Yarborough.

In the 13th century, two friaries were established in the town, including houses belonging to the Augustinians and Franciscans. The Franciscan Friary (HER: MNL1140) was founded by 1240, and covered an area of 23 tofts. The land for the friary was rented from the Knights Templar. It was located on the modern day junction of Cartergate and Dudley Street, which has since been

redeveloped. It is recorded that they were freed from their rental obligations in 1305, through the donations of Robert le Eyr of Grimsby. The friary was dissolved on the 8th October 1538 as part of the Reformation. The property of the Friary at this time included the bells and lead estimated at £80 as well as 3 acres of land (Page, 1906). The Augustinian Friary was founded after 1293 on land given by William Fraunk (HER: MNL1142). Located between the later course of the West Haven (although the West Haven would not be built for another 50 years) and Sanctuary Lane; it too was dissolved in 1539. At the time of the religious reformation, the friary covered 5 acres.

A hospital of St Mary Magdalene and St Leger was founded in Grimsby in the 12th century (HER: MNL1144). This hospital tended to lepers as well as other patients and was located on the junction of Bargate and Scartho Road, although more recent research places the hospital nearer the town.

A grammar school is believed to have existed in Grimsby since 1241 and it received a charter in 1547 (Gillett, 1970). The Corporation's grammar school is recorded as being located in the former chantry house of Raynor's Chantry (HER: MNL4322).

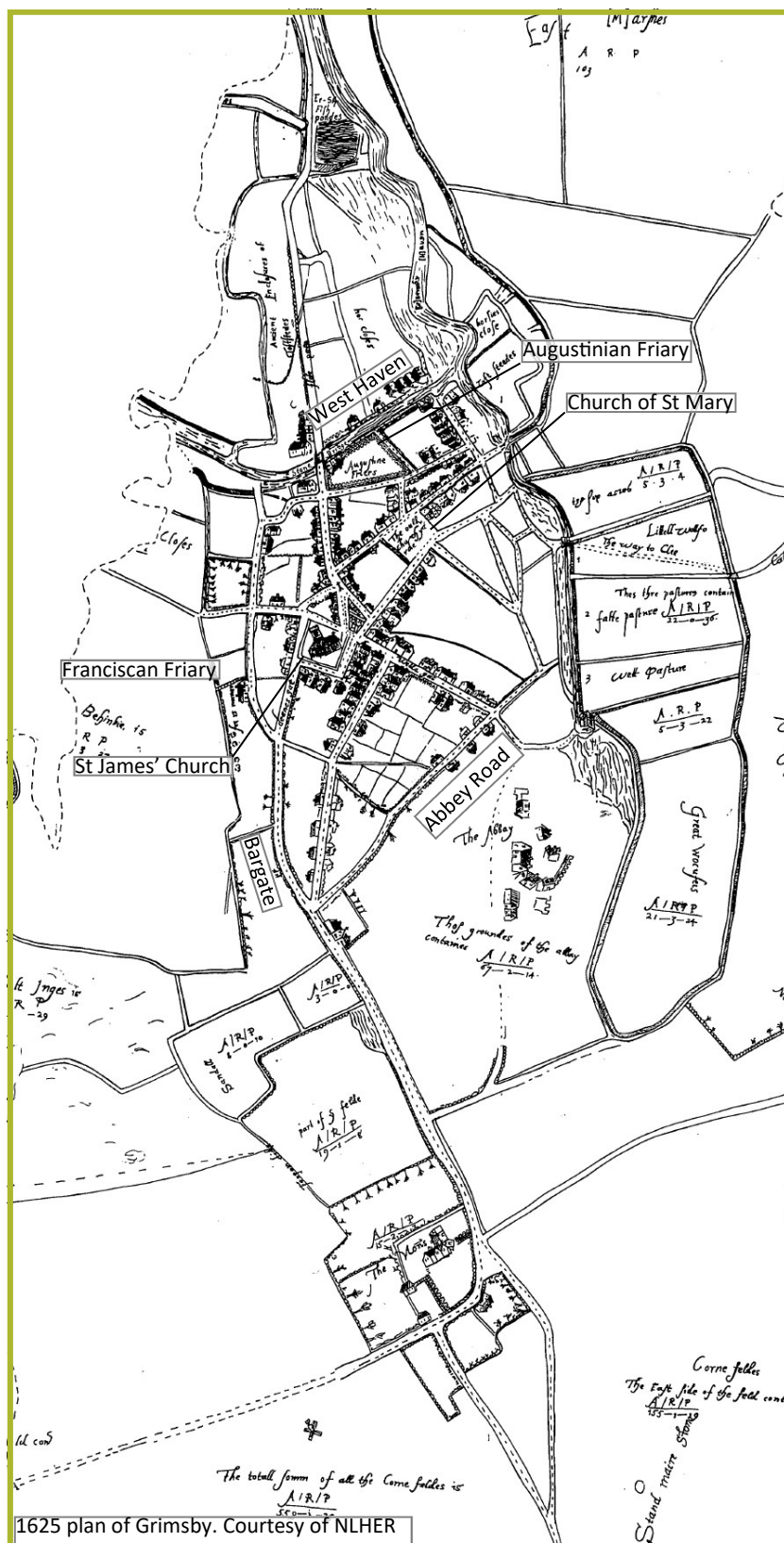
1.4.3 ECONOMY AND INDUSTRY

The economy of Grimsby from an early period was based on fishing and trade, a large amount of which was with Scandinavia. The economy also relied upon local food production and processing, such as baking, milling, and malting, as well as agriculture. In 1202, Grimsby paid £91 in tolls to King John, surpassing Barton-upon-Humber which paid £34 and Immingham which paid £19; Boston at this time was already a flourishing trading town and its fee in 1202 was £781 (Rigby, 1993).

Imported goods from Scandinavia, particularly Norway, included live hawks, pine, oil, furs and linens. Grains, fish, and coal were the main exports as well as many smaller commodities. These were exported out to Scandinavia, northern England, and Scotland. While the wool trade brought much prosperity to other port towns such as Boston, it does not appear to have featured highly in the economy of Grimsby; despite Wellow Abbey and the nuns of St Leonards both producing wool (Rigby, 1993). Furthermore, the Wolds was at the centre of wool production and sheep rearing. Consequently, Grimsby would have been well placed for transportation and trade.

Grimsby's economy appears to have changed rapidly, and by the mid 13th century the Haven was already becoming difficult for vessels to navigate. This was worsened by particularly high tides in the second half of the 13th century which resulted in silt collecting in the channel (Rigby, 1982). Other

forces which affected the town were the falling population, and the exodus of merchants and affluent towns people. In 1280, a petition was made to Henry III bemoaning that the Haven was so congested that ships could not pass. In 1341, the West Haven



(HER: MNL2128) was constructed. This was a large west-east channel, connected to the Haven, with a small channel connected to the Freshney. It was cut through land named 'Somertymyng' to the north of the historic town core. The West Haven extended from its junction with the Haven river head to Haven Bridge, which has also been known as Stone Bridge, Milne Bridge and Carterbridge, (HER: MNL495), (Pevsner, Harris, 2002). It was anticipated that this new channel would direct fresh water in and clear some of the congestion. Two water mills were also located on the West Haven, adjacent to the bridge (HER: MNL501).

Markets

The first confirmed market was held on Wednesdays near St James' Church some time before 1258. It is likely that there was an earlier market, and a reference to tolls in the Domesday survey suggest that a market had been active since before 1086. A market cross once stood in the centre of the market place and is recorded on several historic maps although it is no longer standing (HER: MNL4276). In 1201, a charter for a fair was granted by King John to be held in the royal town of Grimsby.

Grimsby was a major market centre; laws in this period prohibited the establishment of new markets within 6 miles of existing ones, meaning that Grimsby had a large share of the local economy. In 1322, Grimsby merchants complained that illegal markets were being held in Clee, Itterby, Hole, and Thruncoke (the towns which later formed Cleethorpes). This and other market forces were believed to be taking trade away from Grimsby, which was beginning to fail economically.

1.4.4 LANDSCAPE

Grimsby town was a nucleated settlement surrounded by agricultural land and small villages. The town's immediate hinterland largely comprised closes in the medieval period. To the south of the town, large open fields included Grimsby North Field, South Field, East Field, Little Field, and The Haycroft. These would have predominantly been arable lands. To the north-east and north-west of the town centre were East and West Marsh, these were divided by the Haven. Marshes were largely used for common grazing lands and for building materials such as reeds. Several remains of ridge-and-furrow are recorded within the survey boundary (HER: MNL2225, MNL2232, MNL2240, MNL2241, MNL2242, MNL2245, MNL2246, MNL2247).

1.4.5 CHARACTERISTIC BUILDINGS

The Churches of St James and St Michael are the only remaining medieval structures within the survey boundary. There is extensive evidence of medieval buildings which are no longer standing. Consequently, below ground remains are highly likely across much of the survey area, particularly in the town centre and in the area of the former abbey.

1.5 POST-MEDIEVAL

The town continued to decline throughout the early post-medieval period. By the mid 17th century, an account was given of the town that 'the Haven had been heretofore commodious, now decayed, the traffic good, now gone, the place rich and populous, the houses now mean and stragling by reason of depopulation' (Dowling, 2007). In 1766, an account was given of Grimsby that 'Grimsby was one of the largest towns in our county, now it is no bigger than a middling village' (Dowling, 2007). The population also declined throughout much of the post-medieval period changing from approximately 834 in 1563, to 399 in the early 18th century (much reduced from its medieval population). However, by the end of the century, the town's fortunes began to turn and new investments were made. In 1801, the population had risen to 1524 in 264 houses, and to 4048 by 1831, but had reduced to 3700 by 1841 due to a cholera epidemic. The population in 1851 stood at 8860 and grew to 20,224 in 1871, 51,934 in 1891 (this increase is partially being due to a change in the boundary) and 63,138 in 1901.

A channel from the River Freshney had been excavated in the 14th century, however it was not until the 17th century that it was fully diverted. In 1660, a committee was appointed to restore the Haven. By 1697, work had begun on the diversion.

1.5.1 STREET PATTERN AND DEVELOPMENT

The old town of Grimsby, around St James' Church, by this period was almost a mile inland following the development of new docks and episodes of reclamation (Wright, 1983). At the turn of the 19th century, the 'New Town' began to develop to the east of the new docks. This area was close to the New Dock of 1799, and was named the 'East Marsh Lots'. It was located between Pasture Street, Victoria Street North/South and the modern line of the railway (note that the railway did not guide development, rather it was constructed at the edge of the development at a later time). This area was divided into lots and streets and laid out in a gridiron plan. Many of these lots were sold quickly, and new streets of terraced housing, churches, and some small industries were established. Despite initial success however, not all plots were sold and in 1819 it was said that traders were 'deserting the new town for the old' (Dowling, 2007). Plots were still used as paddocks and gardens in the mid 19th century, although by the 1880s, after the economy had improved, this area had been fully developed. To the south of the development, a square market named Central Market was also established, which became a local centre of commerce.

In the mid 19th century, another areas known as 'the East Fitty Lots' and 'New Clee' were laid out along Cleethorpe Road and around Freeman Street. This was located to the east of the railway lines, towards Cleethorpes and was separated from the old town by the railway with only two crossings connecting the two sides. This was where many fishing families lived, and as a result the area and people developed a distinct character and separate identity (Wright, 1986). The houses were laid out in long streets of terraces, with interconnecting streets. By the end of the 19th century, there was almost a continuous line of development between Cleethorpes and Grimsby. Some of this land had belonged to Sidney Sussex College, Cambridge University, who sold off much of their Grimsby and Cleethorpes estate in the 19th and 20th centuries. Grant Thorold was another large landowner, who sold land for the new development.

The town's exponential growth during the second half of the 19th century, following the growth of the fishing industry, resulted in several new public buildings and institutions. An Act of Parliament was also passed in 1853 for the improvement of the town. The remodelling sought to provide a new market place, and cemetery as well as constructing improved sewers and drainage. Several buildings on Butcher Lane (within the Old Market) were taken down and a new corn exchange was



Cleethorpe Road reproduced with kind permission of NELHER.

constructed in their place (HER: MNL1378). In 1863, a new town hall was also constructed in Town Hall Square (HER: MNL1284, NHLE: 1379888) replacing an earlier hall from 1780 (HER: MNL3828).

A small workhouse was extant in Grimsby in the late 18th century or early 19th century. At the time of the new Poor Law Act of 1834, Grimsby was not large enough to support its own union and was part of the Caistor Poor Law Union. In 1890, Grimsby established its own provision following the rapid growth of the town. The early workhouse was located on Brighowgate (HER: MNL1253), after 1892 a second workhouse was constructed on Scartho Road (HER: MNL1426) although the earlier structure is still extant. The new workhouse included an infirmary, workshops and a casual ward. In 1930, the Grimsby Town Council and Public Assistance Committee took control of the workhouse buildings, although it remained in use for public health services. It became part of the National Health Service in 1948.

Two general hospitals were opened in the town in the 19th century. The first of these was constructed in 1866 on Cleethorpes Road (HER: MNL873). The second was opened a decade later on South Parade (HER: MNL1353). Both hospitals have since been demolished and new ones constructed. Infectious disease hospitals were founded in the West Marsh (HER: MNL1354). The West Marsh at this time was not fully developed.

From the 1870s, Edward Heneage, who owned much of the Weelsby estate to the south of the East Marsh, opened much of this area for leasehold development (Ambler, 1990). Hundreds of new houses were constructed on Heneage's land as well as parks. It was also during this period that the Grimsby Extension Act 1889 moved the town's boundary, to include this new developed estate as well as Old Clee and parts of New Clee. Further extensions were made again throughout the 20th century.

1.5.2 LANDSCAPE

The open-field system endured throughout much of the post-medieval period, although some areas, particularly around the town were enclosed by private agreement. In the 16th century, new lands were reclaimed in the East Marsh from the Humber (Gillett, 1970). The West Marsh was drained and enclosed in 1514 and by the end of the century the East Marsh had almost entirely been reclaimed, enclosed and leased as well. In 1827, the Act for enclosing the remainder of the parish was passed (Russell, 1982). This largely affected the former open fields, including North Field, East Field, South Field, Little Field which had



Early 19thC map Grimsby

not seen a large amount of enclosure previously. Scartho was enclosed by a Parliamentary Act between 1795-8. Little Coates, Great Coates, and Weelsby were not subject to parliamentary enclosure, although Weelsby appears to have been enclosed by the late 19th century, through private agreement. Preserved medieval boundaries in Great Coates endured into the 20th century. These were obscured by modern development in the mid-late 20th century.

1.5.3 ECONOMY AND INDUSTRY

As stated, for much of the post-medieval period, Grimsby was a declining town, and by the early 18th century had become no larger than a small market town. The economy at this time relied on local service and production industries, largely serving the local community. The fishing industry was still present, although it did not make a large contribution to the economy of the town. The villages within Cleethorpes had a small number of vessels. Markets were held in the town throughout the period with cattle and sheep markets taking place in the Bull Ring (HER: MNL2269). In the late 19th century, animal markets moved to a small field near the church.

In the 19th century, as the town grew and quickly became industrial, many small industries were established. Several rope walks were extant in the town, benefitting from the proximity of the port. These were predominantly established close to the docks, in the area of Cleethorpe Road (HER: MNL4250), Murray Street (HER: MNL24), Riby Street (HER: MNL26), Sixhills Street (HER: MNL1364), as well as others around the town. Rope walks fell out of use in the 20th century with the mechanisation of the industry and many of these areas have been redeveloped. There were also many brick and tile works providing local building materials to the expanding town, often using local clay. Iron works and foundries supported the local industries as well as the ships. Hotels were built to accommodate increasing numbers of business men and traders. These included the Royal Hotel, Cleethorpe Road (HER: MNL33) and the Yarborough Hotel (HER: MNL1261), which was built for the Royal Dock Company. More were located around the town, but there was a cluster close to the docks.



Yarborough Hotel

Grimsby docks

By the last decades of the 18th century, Hull docks had begun to run to a surplus and it was suggested that Grimsby could benefit from the trade Hull could not accommodate. In 1796, the Grimsby Haven Company was formed and by 1798-99 the 'New Dock' was constructed (HER: MNL1951). Designed by John Rennie, New Dock was built to the north of the Haven river head. This dock allowed larger ships to begin trading again in Grimsby, and signalled the start of its regrowth. From this time, international ships began to appear again in Grimsby's docks, trading commodities such as timber, whale-oil, and linseed among other things. The new dock was successful and fuelled a surge in the construction of warehouses and wharves in an area which came to be known as the 'new town'. Despite the success of the new docks, it was not as prosperous as anticipated. This was due to poor transport links with other inland industries and as a result businesses still struggled (Wright, 1983). It was not until Grimsby was connected to the railway in 1848 that the town began to grow exponentially. The dock was enlarged in 1878-80.

The Royal Dock (HER: MNL16) was constructed by the Manchester, Sheffield and Lincoln Railway (MSLR) in 1846-52, on reclaimed land (HER: MNL3930). The entire dock was a sizeable development covering an area of 138 acres, with a 20 acre basin. The 'Coffer Dam' (HER: MNL21) was constructed on the north-western side of the dock to exclude the Humber during its construction. The majority of this was removed in 1852, following the opening of the dock. Sea locks were also built at the dock's entrance to the Humber (HER: MNL1965, MNL1966). These were controlled through hydraulics (HER: MNL1967), the water for which was provided by the Dock Tower (HER: MNL32), which stood between the two locks. MSLR continued to develop its assets in Grimsby. It was MSLR's development which allowed Grimsby to prosper into the port town of the present day. In 1853, a railway station was constructed on the docks (HER: MNL2954); this created a direct transport link between the docks and the industrial towns further inland.

In 1880, Union Dock was opened to connect the Royal Dock to the former New Dock (which as stated, was being enlarged at the same time). This was opened by the Prince of Wales who renamed the entire scheme Alexandra Dock (Wright, 1982). Several timber yards were established predominantly around Alexandra and Royal Dock. Wood shavings from these timber yards provided the fuel for the fish smoking process.

Initially, the fishing vessels used the Royal Dock. In 1855, a new specific fishing dock was constructed to accommodate the

growing fishing fleet. This was also constructed by the MSLR and is now known as Number 1 Fish Dock (HER: MNL19). The railway which connected to the dock allowed fish to be easily transported to inland towns and London (Wright, 1986), and it was extended in 1866, as a result of the growing size of the trawling ships. In 1876-77, the Number 2 Fish Dock was constructed to cope with the increasing number of ships. This too was enlarged in 1897-1900. A triangle of reclaimed land between Fish Dock No 1, No 2, and the Royal Dock became an area of services and industries which supported the fishing industry. This area became known colloquially, to some, as the Kasbah'.

The Docks Conservation Area (The Kasbah)

Also in the late 19th century, The Kasbah was established adjacent to the No 1 Fish Dock (HER: MNL4401). It became a Conservation Area in 2017. The name 'Kasbah' began as a local moniker and references the dense streets found in the Casbah of Algiers, Algeria. The Kasbah represented a diverse range of trades and buildings which were mutually dependent, all in service of the fishing industry. These included smokehouses with distinctive cowl chimneys, warehouses, markets, factories, shops, joiners, shipwrights, banks, public houses, as well as a post office and a chapel.

The Fishing Industry

The first fishing smack (small sailing ship) to land in Grimsby arrived in 1850. Following this smacks were sponsored by railway companies to come to Grimsby to increase traffic (Wright, 1982). After 1870, Grimsby became the leading fishing port in the country (Wright, 1982). The town was not prepared for this, resulting in a lack of ship hands. Consequently employers resorted to taking on men from London workhouses (Wright, 1982). In an effort to attract employees, railway companies also provided housing for fishermen who relocated to Grimsby (Wright, 1986). A large amount of the fish was transported to London markets. Local industries began to develop to treat and process fish in the town. Many fish smoke houses and curers began to be seen. These industries had specialised buildings which included architectural elements such as traditional cowl chimneys. Fried fish shops were also growing in popularity in this period (Wright, 1982).

Initially the dominant boats used for fishing were the smack, a vessel used around coastal waters suited to short distances around the coast and in the North Sea. However, in the late 19th century, fish reserves in the North Sea were starting to become scarce, forcing fishermen to go further afield. These new fishing grounds included those off Scandinavian coasts such as Norway and Iceland. This required the construction of new larger ships which were suited to this type of fishing. In 1881, the Grimsby Steam Trawling Company was formed, and these quickly became the dominant fishing ship in Grimsby docks replacing the smacks (Wright, 1982). The docks and facilities were soon unfit for the ships and catches, which were both larger, resulting in the expansion of the fish docks in 1897-1900 by 5 acres. Annual tonnage of fish landed in Grimsby increased from 4,537 tons in 1860 to 133,791 in 1900 and by 1912 had reached 193,363 (Wright, 1982).

1.5.4 RELIGION AND EDUCATION

The religious reformation during the 1530s resulted in the closure of St Leonard's Priory, the Augustinian and Franciscan friaries, hospitals and Wellow Abbey. These religious houses were important to Grimsby and played a large role in the affairs of the town. Their dissolution and disbanding contributed to the decline of the town between the 16th and 18th centuries. The re-growth of the town from the mid 18th century, resulted in many new religious buildings and churches being developed. The first Methodist chapel built was in 1757 (Shaw, 1897). Separate branches of Methodism and non-conformism were established around the town (HER: MNL1311, MNL1350, MNL1335, MNL1381, MNL1363, MNL1390, MNL1330, MNL505, MNL1405, MNL1316, MNL1352). John Wesley, a key figure in the non-conformist community, was one of a number of preachers who arrived in Grimsby during this period, in 1743. The chapels were frequently remodelled and new ones constructed as congregations grew. Many have now since been redeveloped or demolished.

As a port town, Grimsby became a way point for emigrants travelling to America from Russia and northern Europe and by the mid-late 19th century, an immigrants hostel (HER: MNL1969) had been established close to the docks (Wright, 1986). This brought members of the Jewish faith back to Grimsby, many having fled England (including Lincolnshire) in the medieval period. From the mid 19th century, tickets for America via Grimsby and Liverpool (by train) were sold in Europe. It is from this period that some emigrants stayed in the town and new synagogues were founded. In 1885, the Sir Moses Montefiore Synagogue was constructed on Heneage Road (HER: MNL513, NHLE: 1379854) and a Jewish cemetery was also consecrated in 1896 (Gerlis, 1986).

The earliest school in the town is believed to have been the Grammar School, located in the former chantry priests house in the post-medieval period (HER: MNL4322). As well as new churches, increasing numbers of schools opened in Grimsby throughout the 19th century. Some were also established as part of churches. The National School in the town was founded in King Edward Street in 1861 (HER: MNL2017).

1.5.5 RAILWAY AND TRANSPORT

Grimsby was connected to the turnpike network in 1765. This road system connected the town to Wold Newton and Irby. Initially, the road was planned to connect Grimsby to Caistor (which was a much larger settlement than Grimsby at this time), although this was never realised and the system ended in Irby. A more successful turnpike was founded in 1803, between Scartho and Louth. Louth was well connected, with turnpike roads to towns including Market Rasen, Lincoln, Horncastle, and Boston via Spilsby. The toll bars were removed in 1856, shortly after the opening of the railway (White's, 1872).

The impact made by the introduction of the railway to Grimsby cannot be understated. By connecting the town to the wider network, inland towns and London, the railway made it possible for goods to be easily transported. The railway companies also made huge investments into the town to encourage industries to utilise the railway. Grimsby had three stations, the first to be developed was Grimsby Town (HER: MNL1439) in 1848. Additional stations were also opened at the Grimsby Docks (HER: MNL2954), and on Riby Street (HER: MNL2972). The Grimsby dock station was pivotal to the development of the fishing industry allowing fish to be transported directly to inland towns and London. Midlands coal was one of the major exports, brought through Grimsby on the railway. In 1856, MSLR founded their own steamship company which transported coal to France and increased the trading output of Grimsby. Coal traffic increased from 46,000 tons in 1856 to 363,000 tons in 1875, and by 1911 1,744,000 tons of coal were being exported from Grimsby's ports annually.

In 1881, horse drawn trams were established in Grimsby. The tramway ran from the west of Grimsby on Bargate, through the town centre to Victoria Street North, along Cleethorpe Road and to the edge of Cleethorpes town centre. This was constructed to supplement the railway which was key for Cleethorpes' seaside tourism industry which was developing at this time. The MSLR was again pivotal in the development of Cleethorpes as a resort.

1.5.6 RECREATION

Prior to the town's revival, there was probably only a small amount of entertainment, primarily associated with fairs and religious holidays. In the 19th century new theatres opened such as the Prince of Wales Theatre, which was part of new developments along Freeman Street (HER: MNL1333). The Theatre Royal opened in Victoria Street in 1865. It was extant for a century, prior to its demolition in the mid-late 20th century due to disrepair (HER: MNL1348). The numbers of public houses surged in Grimsby as it grew, many of which were located close to the docks. Several local malt houses and breweries also opened to support the local hospitality economy at this time. The Heneage family did not approve of alcohol and did not allow public houses on their estates; this resulted in an absence of such establishments in these areas (Wright, 1986).

A break to the expanding industrial and residential development of Grimsby was provided by a number of new parks which were founded in the town in this period. These areas were established with the aim of providing fresh air and often included cricket and football grounds. Additional open areas were established through new allotments which were created across the town, close to new residential developments.

People's Park (HER: MNL412, NHLE: 1001505)

The Great Grimsby Improvement Acts were passed between 1860 and 1869. These enabled the council to found a new park in the West Marsh. This was short-lived and the land was quickly appropriated for other uses. People's Park was opened in 1883 as a replacement. The park was designed by William Barren and included the planting of 700 trees as well as areas for cricket pitches and other sporting facilities. Its design reflects that of Hull's Pearson Park, which connected the surrounding houses with the park, not separated by railings or boundaries. It is now a Grade II* listed Registered Park and Garden.

1.5.7 CHARACTERISTIC BUILDINGS

There are many characteristic buildings in Grimsby, constructed during the town's 'boom' period in the 19th and 20th centuries. Many are designated heritage assets. A local list of Historic Assets of Special Interest has been compiled by the North-East Lincolnshire Council.

Grimsby Dock Tower (HER: MNL32, NHLE: 1379870)

The Grade I listed Grimsby Dock Tower was constructed in 1851, between the two locks of the Royal Dock. The tower was modelled on the Palazzo Publico in Siena, with an oriental-style minaret. This structure provided pressure for the hydraulic locks of



Mature trees in Peoples Park

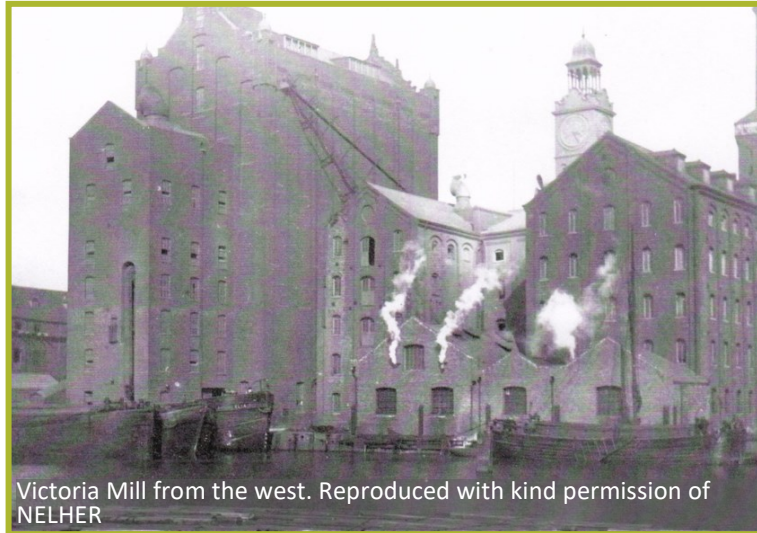
the Royal Dock as well as the dockside machinery, including cranes. It is believed to be the only hydraulics system of its type to have been constructed; using low pressure, and generating more pressure from water descending from a tank which is suspended at 92m above ground level (Wright, 1983). The system was replaced in 1892 by the Accumulator Tower (HER: MNL1805). The building is now used for radio systems (Grimsby Telegraph, 2020).

Accumulator Tower (HER: MNL1805, NHLE: 1379871)

The Accumulator Tower was constructed in 1892 for The Grimsby Dock Company, to replace the Dock Tower (HER: MNL32). Built of red-brown brick, the tower stood at approximately 24m high. It provided high pressure to power the hydraulic gates and machinery surrounding the docks. It was in-turn superseded by an electric hydraulic system in 1980. The tower is now Grade II* listed and contributes to the group significance of dock structures.

W Marshall & Sons' Victoria Flour Mills (HER: MNL1319, NHLE: 1379892)

Victoria Mill was constructed as a flour mill in 1889 and 1906 for W Marshall and Sons. It is constructed of red and blue brick with stone and terracotta dressings. In the mid 20th century, the mill was converted into an office and warehouse, and by the end of the century the building had been converted into flats. It now comprises one of the core buildings in the Victoria Mills Conservation Area, which is located on the site of the New Dock and dock side.



1.6 MODERN AND 21st CENTURY

The population of the town continued to rise throughout the 20th century, this was due to the expansion and development of the town itself and also the incorporation of surrounding villages. The boundary of Grimsby was changed again in 1901, 1922, 1927, in the 1950s and 1960s which brought the villages of Little Coates, Weelsby, and parts of Scartho, Bradley and Great Coates into the town. The population of the town in 1911 was 74,659; by 1931 it stood at 92,458 although this increase is partially due to the changing boundaries. There were 20,470 houses in the town at this time. The population peaked at 96,712 in 1961 with 29,702 houses. In the 2011 census, the population was recorded at 88,243. Despite the population decline between 1961 and 2011, there appear to be more households indicating that fewer people are living within each dwelling (Dowling, 2007).

1.6.1 STREET PATTERN AND DEVELOPMENT

There were two major families who owned land to the south and east of the town centre: Grant-Thorold and Heneage. In the early 20th century, development was spreading southwards and by 1905, Hainton Avenue and Heneage Road were built southwards to Algernon Street. Shortly afterwards, the area between Algernon Street and Weelsby Road was bought by Sir George Sleight, a trawler magnate, the streets built on his land being named after the company's trawlers, including Reporto Avenue and Responso Avenue (Dowling, 2007).

Between the 1910s and the 1960s, there were several council housing programmes. These were slow to be developed but by the 1980s, 60% of Grimsby's houses had been built by the council. Private firms (sometimes subsidised by the council) built the majority of new homes in the 1920s-30s. By the 1950s-60s the council had become the dominant developer, constructing between 168 and 478 houses per year (Hartley, 1969). In the 1930s, new house building was required for people who had been displaced as part of the slum clearance which was taking place near to the docks. This was again a slow process, due to a rule which stated that fishermen must live within walking distance of the docks and indecision by the authorities, meaning that they could not be relocated elsewhere in the town. Policy and indecision resulted in some of the clearance schemes never coming to fruition. In the 1950s, slum clearance did take place in the East and West Marshes and some of the occupants were relocated to



the newly built estate of Nunsthorpe to the south-west of the town.

The villages of Scartho, Weelsby, and Little Coates, initially became dormitory villages to the town and eventually were incorporated within its boundaries. Weelsby was much closer to the town centre and had largely been incorporated in the late 19th and early 20th centuries. Scartho and Little Coates were separate to Grimsby for much of the century; early development in the town generally occurred along the main roads in long ribbon developments. After this developments took place in housing estates behind the main roads. Scartho and Little Coates have retained elements of their former village character, although there is now no green belt between the settlements.

The town centre was remodelled extensively in the 1960s and 70s. This included the demolition of the old parts of the town centre, and the removal of the medieval plot boundaries. In the 1990s Freshney Place Shopping Centre (originally known as The Riverhead) was developed in its place. This centre is also located on the site of the Augustinian Friary. Excavations undertaken prior to development uncovered archaeological remains relating to this structure.

1.6.2 TRADE AND INDUSTRY

The fishing industry was the economy mainstay of the town in the early 20th century and catches were increased following the move to larger trawlers (Ekberg, 1984). The First and Second World Wars had a large negative impact on the industry. This, combined with the effects of over fishing and a lack of facilities in the first half of the century resulted in severe fluctuations in the prosperity of the industry. In 1934, the Number 3 fish dock was opened, addressing the growing lack of space for the increasing number of deep-sea vessels. This dock was funded by the London North East Railway Company (LNER). As stated near-water fishing grounds were nearing depletion causing trawlers to go further out to find distant shoals, although this increased the uncertainty of the catch as well as the danger for the fishermen (Dowling, 2007).

Concerns began to be mooted in the 1920s that the town was too reliant on fishing and diversification of the economy was needed. This resulted in new industries being founded including light industrial areas and production sites (Dowling, 2007). In the closing decades of the 20th century, the port began to focus less on fish and started to diversify in importing other food-stuffs and to Grimsby becoming a centre for food production. Heavy industries were also established. These were largely focused between Grimsby and the Immingham docks (7miles to the west) which were opened in 1912 (Wright, 1989). The growing need for new industrial space during this period provided another impetus to increase the town boundaries and gain new development areas.

The Cod Wars 1952-1976

In the mid 20th century, international debates were held over fishing quota limits due to over fishing. The fishing waters around Iceland, which had become a common fishing ground for British trawlers became a source of conflict between Iceland and Britain, resulting in a series of disputes and skirmishes. In 1956 an agreement was made by the Organisation of European Economic Cooperation which established territorial waters at 4 miles from the coast of each country. Within two years the United Nations (UN) held the first International Conference on the Law of the Sea. Following this conference, Iceland, concerned that their waters were at risk of over fishing from foreign vessels, extended their zone to 12 miles. British trawlers ignored this new limit and continued to fish past the 12 mile limit leading to conflict between British and Icelandic vessels (National Archives, 2021). The dispute escalated when British Navy ships were sent to protect the fishing vessels, which were being threatened by Icelandic ships. In 1960-61, Britain conceded and honoured the 12 mile limit. An agreement was also made that any further changes to the fishing limit would be agreed at the International Court of Justice (British Seafaring, 2021). The so called 'Cod War' was revived in 1972 when Iceland ignored this settlement and extended its fishing limit to 50 miles. Britain again ignored this and confrontations resumed leading to a violent exchange between a number of vessels. Agreement was reached allowing Britain a limited number of ships within the 50 mile limit. However, this agreement was time limited and at the end of the agreement Iceland increased its fishing zone again, to 200 miles (National Archives, 2021). This again led to violent exchanges between the Icelandic and British fishing vessels. Enquiries made by Iceland into acquiring American and Russian battleships demonstrated to international powers that they were unwilling to back down (British Seafaring, 2021).

Pressure increased when the rights of an American naval airbase in Iceland were brought into uncertainty. This airbase was crucial for US surveillance of the GIUK gap (Greenland, Iceland, United Kingdom), a potential passage for Soviet ships into the Atlantic and US waters. Due to this and other diplomatic tensions, America began to pressure Britain to agree to the 200 mile fishing zone, which it eventually did in 1976. This resulted in a dramatic decrease in the fishing economy in ports around Britain, including Grimsby, leading to major job losses across the sector (British Seafaring, 2021).

1.6.3 RELIGION AND EDUCATION

In the early 20th century a number of new Methodist chapels were constructed, many replaced older buildings which had fallen

into disrepair and others were newly founded for the growing population. By the end of the century, declining church attendance resulted in many of the buildings being demolished or repurposed. Other religious structures were also constructed and in 1933, almshouses were built by the Methodist community on Haycroft Street (HER: MNL565).

The number of schools also expanded and developed rapidly throughout the 20th century. There are currently 27 primary schools, 9 secondary schools and 6 colleges across Grimsby. Many of the new schools were constructed as part of larger residential developments. The villages of Scartho, Little Coates and Weelsby also built separate schools in the early part of the century (HER: MNL1194)

1.6.4 RAILWAY AND TRANSPORT

In 1901, the 19th century horse-drawn tram system was replaced by electric trams. This continued to provide a link between Grimsby town centre (in the area of St James' Church) and Cleethorpes, via the docks. It was extended to include People's Park in 1902. The Tramways were brought into the control of the corporation in 1921 and trolley buses were added to the service in 1936. By 1955, the trolley buses were replaced by motor buses as cars became the main mode of transport nationally. The electric trams were withdrawn from service in 1956 (White, 1989).

The Grimsby to Louth Railway was closed following Dr Beeching's Report. This report concluded that the East Coast Line was not economically productive, eventually leading to its closure in 1970. The former line of the railway in the town has been made into part of the A16, which runs through Louth to Boston.

In 1983, the A180 dual carriageway was opened truncating the north of the town, connecting Grimsby and Cleethorpes to the M180 motorway. In the years following its construction, industrial areas began to be developed adjacent to the road.

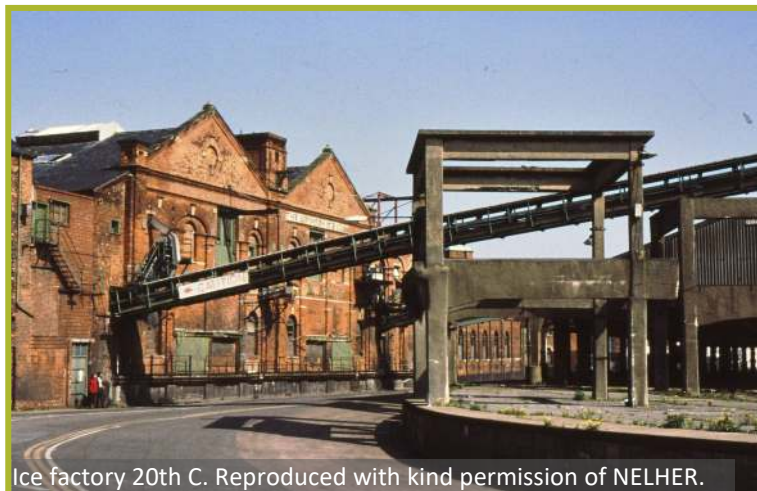
1.6.5 CHARACTERISTIC BUILDINGS

Great Grimsby Ice Factory (HER: MNL12, NHLE: 1379842)

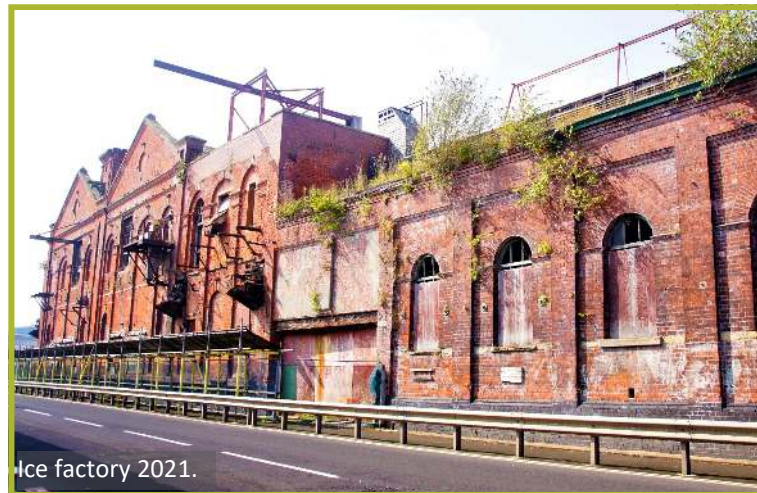
The Great Grimsby Ice Factory (Grade II* listed), was constructed in 1900 to supply ice for fish packing. The amount of fish landed required a large amount of ice. Originally this was imported from Norway and the amount had increased over the 19th century. It peaked at 86,685 tons in 1900. Grimsby established its own ice factory in 1900/1901 and as a result the ice imports from Norway fell in the subsequent years. The ice factory was in the Kasbah, although outside of the Conservation Area, with frontages onto Gordon Street, Fish Dock Road, Stuart Wortley Street and a railway passage, which allowed for efficient transport. It is built of red and blue brick with ashlar dressings. The building was extended between 1930-1933 and the 1950s in order to increase output for the expanding fishing industry (Goodall, 2001). The ice was created using ammonia compressors and tanks. It was also converted to use electricity during the renovation of the 1930s. The factory closed in 1990, although much of the structure of the building remains. It is believed to be the earliest ice factory structure remaining in the UK.

1.6.6 RECREATION

In the 20th century, cinemas replaced theatres as one of the main forms of entertainment. Cinemas were opened in the town centre (HER: MNL530) on Cartergate (HER: MNL2273) and Victoria Street (HER: MNL2275). Two cinemas were opened on Freeman Street (HER: MNL2278, MNL2767). Freeman Street was a popular venue for entertainment and commerce during the late 19th and early 20th century with many buildings of prominence. Open spaces and parks continued to be established throughout the 20th century including Grant Thorold Park (HER: MNL1773) and Sidney Park (HER: MNL1675).



Ice factory 20th C. Reproduced with kind permission of NELHER.



Ice factory 2021.

1.6.7 MILITARY

The fishing industry was heavily impacted during the wars. Many of the vessels were being repurposed for the war effort as mine sweepers, patrol boats, and anti submarine crafts. The vessels not commandeered, remained to fish and supply food to the country. The vessels suffered attacks, as the enemy sought to disrupt supply chains and during the First World War, 298 ships from Grimsby were lost (Ekberg, 1984).

In the Second World War the town suffered extensive aerial attacks and was heavily bomb damaged. These attacks killed 200 people over the course of the war (Dowling, 2007). Bombs struck houses in Abbey Drive West, Abbey Park Road, Welholme Road, Cleethorpe Road, Lord Street as well as several other areas around the town. The fish docks and Grimsby Ice Company were hit in 1941. The library was also struck in 1941 and was replaced by a temporary building until a new one could be built in 1968 (HER: MNL2789). The bombing endured throughout 1942 and in April a series of bombs hit Park Avenue which destroyed 35 homes and damaged another 22, which were demolished as a result. Increasing aerial attacks in 1943 resulted in 66 deaths and 1000 homeless (Smith, 1983). Incendiaries destroyed many buildings in Burgess Street, Grime Street, King Edward Street, Fortherby Street, Hope Street and the Central Market. St James' Church was also hit by an incendiary in 1943, damaging the north transept.

Grimsby was defended over the course of the wars and anti-aircraft stations were set up across the town. These were located across the town in Scartho (HER: MNL2532) and around the docks (HER: MNL1529), (HER: MNL25), (MNL1528). Gun batteries were also established in preparation for potential invasion (Holliss, 1989).

During the Second World War, Weelsby Park was used as a prisoner of war camp for Italian detainees. Following the war, the camp was used by Polish servicemen who could not return to Poland due to occupation by the Soviet Union. Cropmarks of the buildings from this period are visible within the park as well as the Wojtek the Bear memorial, dedicated to the Carpathian Lancers (HER: MNL4093).

HISTORIC URBAN CHARACTER ASSESSMENT

Summary

The Historic Urban Character Areas (HUCAs) have been based on the Historic Urban Character Types (HUCTs). The HUCT maps are available separately to this document via the NELHER. The HUCTs highlight patterns of development through areas which have originated at a similar time, are comparable in how they have developed or demonstrate a similar character or land use. The identification of HUCTs with these similarities allows groups (HUCAs) to be formed and analysed as a wider area.

The HUCTs are divided into 14 periods (see table opposite); these have been narrowed from the periods in the archaeological and historical background to provide a more detailed picture of the development and character of a place, incorporating the Industrial Revolution and the fast pace of development throughout the 20th century.

The character areas are discussed in terms of heritage value, based upon Historic England’s 2008 ‘Conservation Principles’, these include: Evidential, Historical, Aesthetic, and Communal. ‘Conservation Principles’ sets out a method for thinking systematically and consistently about the heritage values that can be attributed to a place. People value historic places in many different ways; ‘Conservation Principles shows how they can be grouped into four categories. A concordance table has been produced to compare the values taken from the ‘Conservation Principles’ with the NPPF, in terms of significance p13.

The values are as follows:

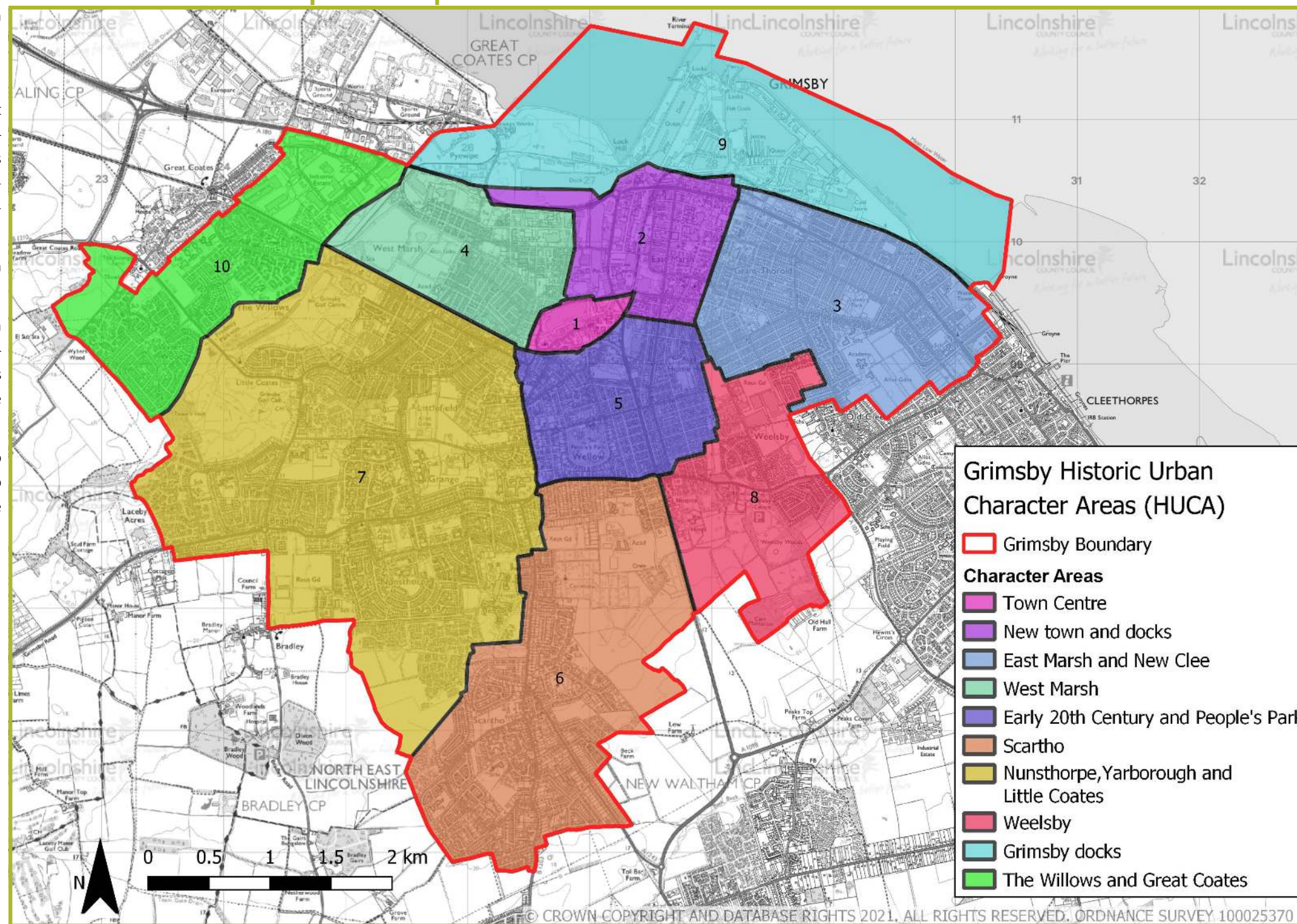
Evidential: the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might relate to a national story of archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological deposits may be compromised by later development or buildings may be significantly altered by later, unsympathetic extensions and alterations.

Historical: the potential of the HUCA overall to illustrate the story of the town. In some circumstances the story may be of national importance.

Aesthetic: the way in which people draw sensory and intellectual stimulation from the HUCA, principally its appearance. This may be derived from a designed element like a 20th century council housing estate, or from the way the HUCA has evolved over time. Unattractive elements, such as neglected sites, might reduce the aesthetic value.

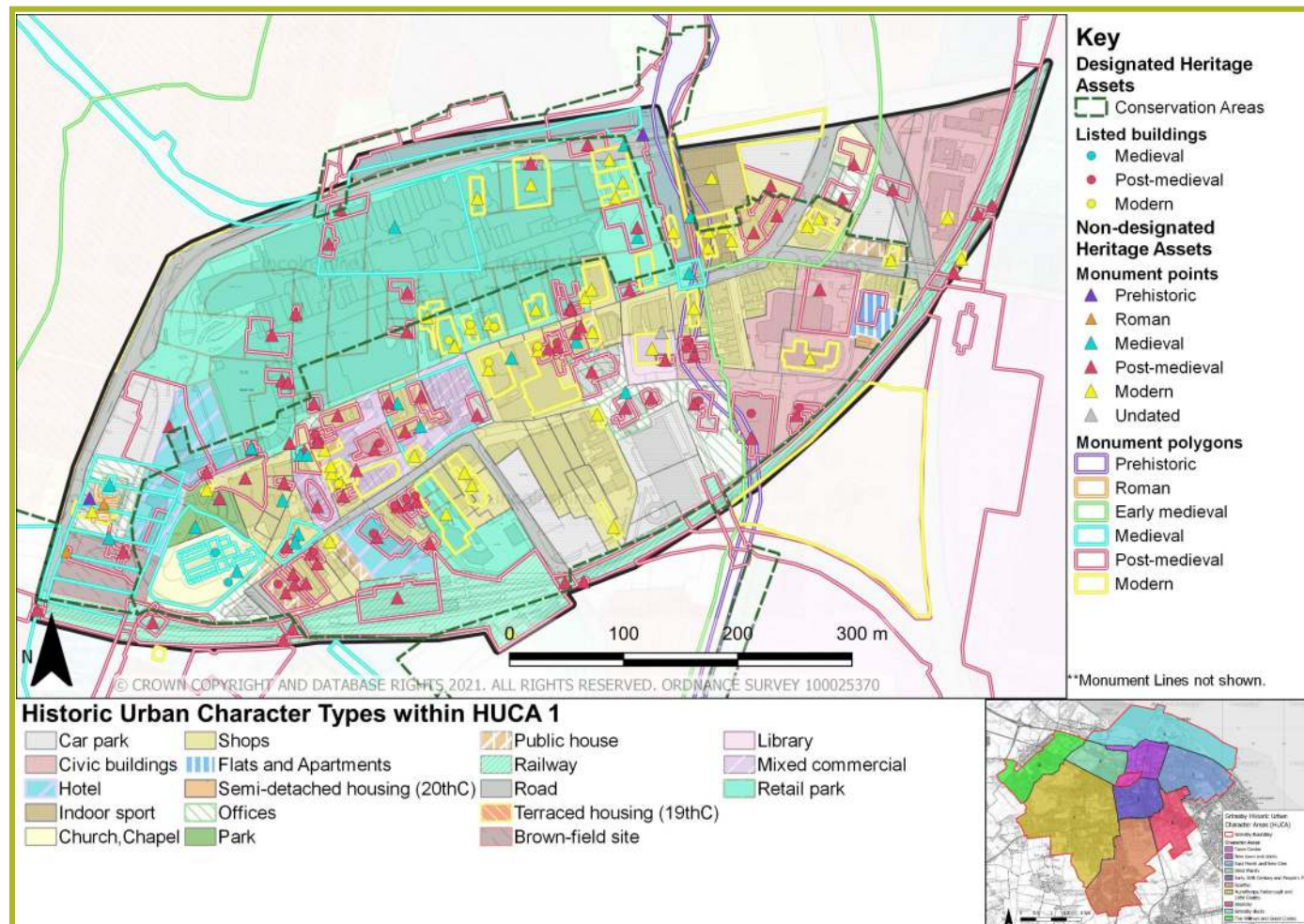
Communal: the values the local community attach to the HUCA - what it means to the local population, including commemorative, symbolic and social values. Also to what extent the HUCA has the potential to increase public sensitivity towards the historic environment.

Period	Date Ranges	Abbreviations	
1	Prehistoric	10000-43	Pre-H
2	Roman	43-409	Rom
3	Early Medieval	410-1065	E-Med
4	Medieval	1066-1539	Med
5	Post Medieval	1540-1759	P-Med
6	Late 18th Century	1760-1799	Late 18thC
7	Early 19th Century	1800-1832	Early 19thC
8	Mid 19th Century	1833-1865	Mid 19thC
9	Late 19th Century	1866-1899	Late 19thC
10	Early 20th Century	1900-1924	Early 20thC
11	Early Mid 20th Century	1925-1949	Early-mid 20thC
12	Late Mid 20th Century	1950-1974	Late-mid 20thC
13	Late 20th Century	1975-1999	Late 20thC
14	21st Century	2000-Present	21stC



Evidential value	
High	There is a high potential for the heritage assets within the HUCA to contribute to an understanding of the history of the town. Archaeological sites are likely to survive (both below ground and above ground fossilised within the townscape) and for new research relating to the nature and origins of the built heritage to enhance the understanding of the development of the town. New insights into the history of the town can contribute to an understanding of the development of towns from the medieval period onwards both within Lincolnshire and more widely.
Medium	There is the potential for heritage assets to contribute to an understanding of the history of the town, but there may be fewer opportunities for new insights to be deduced due to the nature of the heritage assets in question or subsequent changes to the historic character of the HUCA. The potential for archaeological deposits to contribute to an understanding of the development of the town may currently be unclear due to the current level of understanding of the origins of the HUCA. The potential may also be impacted by levels of development.
Low	There are no or very few known heritage assets. The understanding for the potential for above and below ground archaeological deposits to survive may be affected by the current lack of research within the wider area. Mitigation may still be required dependent upon an assessment of both the nature of any prospective new development and the potential of the individual sites being developed.
Historical value	
High	The legible heritage assets either dominate or significantly contribute to the historic character of each HUCA. There are strong associations between the heritage assets (both tangible and intangible) within the HUCA that are potentially demonstrable and/or the heritage assets make an important contribution to our understanding of history in the wider area. There are often designated sites within or lying adjacent to the HUCA and in some cases these may comprise or include portions of Conservation Areas. The high value is not precluded by some degree of 20th/21st century alterations to the historic character.
Medium	Legible heritage assets are present within the HUCA, but are not necessarily predominant or they have undergone some form of alteration. Their presence, however, may contribute to an understanding of the development of the character area and/or there are potential associations between assets. Further research may clarify these associations and elucidate the contribution of these assets to the history of the wider area. Even in their present form they do enable the public and community to visualise the development of the area over time.
Low	There are no or very few known legible heritage assets; where they exist their associations are not clearly understood.
Aesthetic value	
High	The completeness or integrity of the extant heritage townscape and its contribution to the aesthetics of the zone is significant. There are opportunities to enhance or restore the historic fabric of the HUCA. The HUCAs will often form part of or form the setting of Conservation Areas.
Medium	The components of the townscape are legible, but there may have been considerable impact by 20th or 21st century redevelopment of elements of the historic character. It is not possible within this project to discuss whether the modern alterations have positive, neutral or negative impacts upon overall aesthetics.
Low	The aesthetics of the historic character have been significantly impacted by 20th or 21st century development. It is not within the scope of this project to discuss whether their contributions are positive, neutral or negative within the wider townscape.
Communal value	
High	Contains numerous heritage assets which could be used to engage the community through interpretation. The heritage assets clearly form part of a wider history of an area which can be drawn into a narrative. There may already have been a degree of interpretation and/or the community/public already has access to at least some of the heritage assets within the zone.
Medium	The ability for the heritage assets to contribute to the history of the town may be limited by the current understanding, their legibility within the townscape or through limited access.
Low	There are few known heritage assets which make it difficult to elucidate their history or apply it to a wider interpretation. There is no access or the legibility of the heritage assets is negligible.

Concordance Table between Historic England Conservation Principles and the NPPF			
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>“the potential of a place to yield evidence about past human activity.”</i>	<i>“There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.”</i>
Historic	Historical	<i>“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.”</i>	<i>“An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.”</i>
Architectural/ Aesthetic	Aesthetic	<i>“the ways in which people draw sensory and intellectual stimulation from a place.”</i>	<i>“These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.”</i>
*See Paragraphs 190 (b) and (c), 193, 197 (b) and (c), 205, 206.	Communal	<i>“the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory”</i>	<i>N/A see relevant paragraphs</i>
EUS in planning			
<p>It is anticipated that the EUS will be used to support appropriate application of the National Planning Policy Framework (NPPF) in the future development of Lincolnshire's towns. The EUS is directly applicable to the aims set out in the 2021 NPPF, particularly in Chapter 3 'Plan Making', Chapter 12 'Achieving well-designed places' and Chapter 16 'Conserving and enhancing the historic environment'. Chapter 3 states that <i>Strategic policies should... make sufficient provision for: conservation and enhancement of the natural, built and historic environment Plans are 'sound' if they are: Justified... based on proportionate evidence.</i> For both objectives the EUS can provide a thorough evidence base which can assist in the production of plans. Chapter 12 states that Planning policies and decisions <i>should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting... establish or maintain a strong sense of place using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.</i></p> <p>The EUS discusses local character, including built character and landscape setting, the evidence provided in the character assessments can be used to aid in the creation of 'well-designed places' through supporting an understanding and appreciation (from a heritage perspective) of the history and character of a town. The EUS contributes to the application of Chapter 16 of the NPPF by providing another evidence source on which to base development applications. The discussion of the character within the town can also be used to assist in the reappraisal and designation of new conservation areas.</p> <p>Recent design-related guidance, including the National Design Guide and the National Model Design Code, explicitly reference the significance and value of understanding the historic character of a place. Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage. In all cases the EUS programme, and its products, are directly aligned with the aspirations in these key planning guidance advice notes and emerging legislation.</p>			



HUCA 1— Town centre

Key characteristics

- ◆ Characterised by commercial buildings.
- ◆ Town centre and high street providing services to the local population.
- ◆ Buildings are predominantly brick, with higher status buildings constructed in stone.
- ◆ Some preservation of former medieval road layout. Consequently, central streets are narrow.
- ◆ Wide through roads, some pedestrianised areas in the town centre.
- ◆ Buildings are 2-4 storeys high.
- ◆ Mixture of traditional window materials and modern replacements.
- ◆ Range of buildings dates from the 18th to the 21st centuries.
- ◆ Large amount of redevelopment in the mid-late 20th century, including the construction of a large shopping centre.
- ◆ Large amounts of street furniture, although these are in a mixture of styles and forms.

Landscape History

This character area was occupied in the medieval period. Formed of sub-rectangular blocks of development between long southwest-northeast aligned roads. There is evidence of religious houses, churches, roads, and burgage plots within the town centre. The West Haven (HER: MNL2128) was also constructed during the 14th century, providing a northern boundary for the later town. During a period of decline in Grimsby from the 15th-18th centuries there was very little growth and some buildings, such as the former parish church of St Mary (HER: MNL1129), were demolished. The construction of the New Docks in 1799 in HUCA2 led to the regrowth of the town's economy which resulted in the redevelopment of much of the town centre. New large stone buildings including banks and the corn exchange were established following the increased confidence in the economy. Redevelopment took place across much of the character area in the 20th century, with the construction of Freshney Place including shops, and car parks. The remains of the Augustinian Friary were discovered during construction.

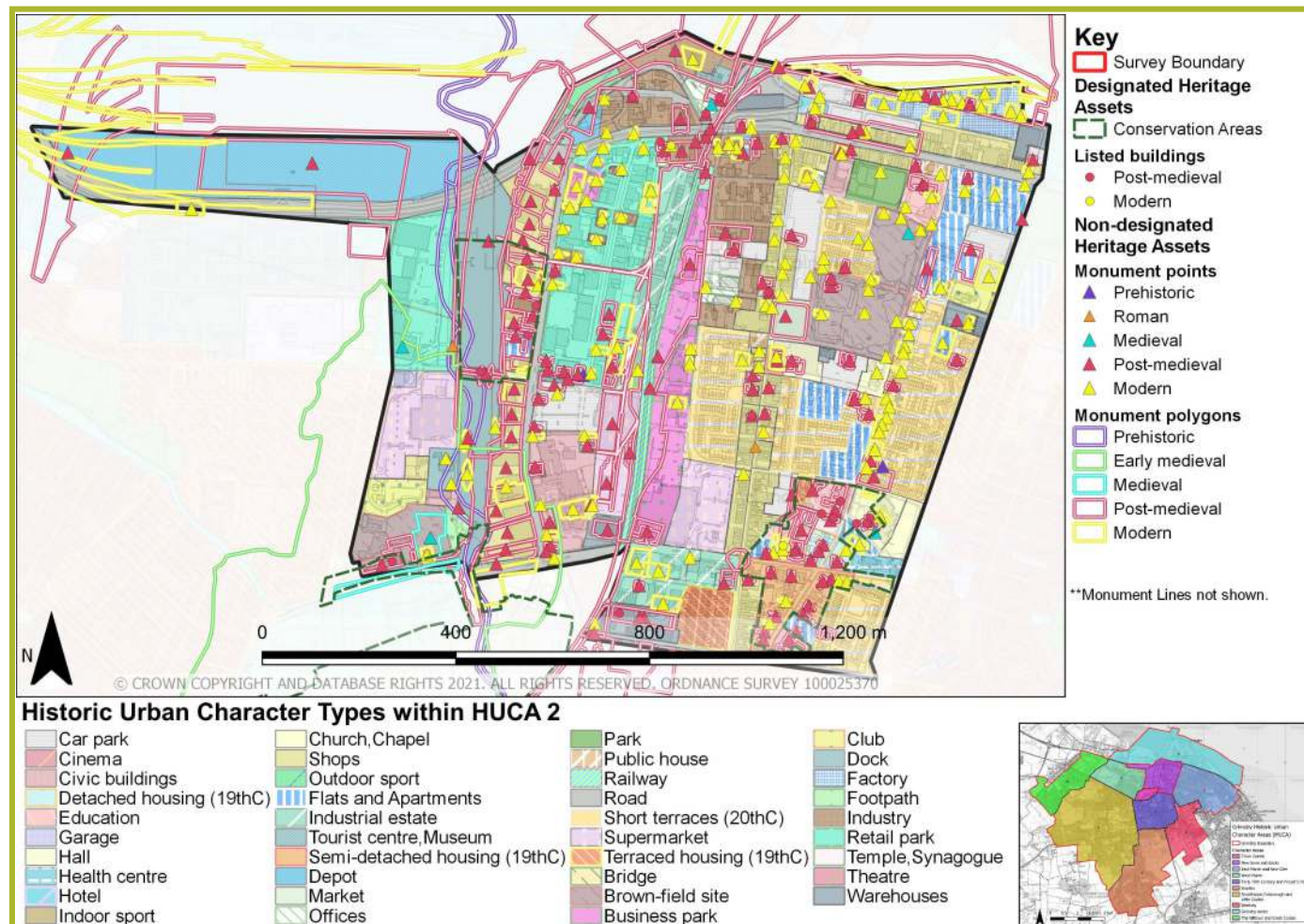


Evidential Value: Medieval occupation is recorded across the character area, both through documentary evidence and physical remains. Archaeological remains of the Augustinian Friary, St Mary's Church as well as other medieval structures are likely to remain below ground despite large amounts of later development. The West Haven is also likely to contain archaeological deposits, despite being recut in the 18th and 19th centuries. Standing buildings from the 18th, 19th and 20th centuries support the narrative of the town's redevelopment during these periods.

Historical Value: The character area represents some of the earliest occupational history found within the town, and the historic centre. The presence of the friaries, chapels, and churches provides context as to the religious narrative of the town. The religious groups were instrumental in the town throughout the period. The 19th century architecture, which is highly visible throughout the character area, demonstrates the prosperity which was present in Grimsby during this period. The 20th century redevelopment of the town has provided opportunities for further investigation of archaeological deposits. Despite this, it has also obscured older remains.

Aesthetic Value: The town's return to prosperity in the 19th century resulted in many new civic and commercial buildings being developed in the HUCA. Many of these are banks or public buildings which are often built in ashlar stone rather than brick. The buildings constructed during this period display Georgian, Victorian and modern architectural ideals and form a varied streetscape. The redevelopment of the Freshney Place shopping centre removed much of the medieval road layout in this part of the town and created an inactive frontage onto Frederick Ward Way and the West Haven. In the rest of the HUCA the medieval layout is largely preserved in the modern road pattern. There is one standing building from this period which is St James' Church. This structure demonstrates several different phases of church decoration. Although it is now surrounded by 20th century structures.

Communal Value: The character area is central to the early history of the town, particularly its medieval past. Its character, including the style and type of buildings, signifying this area as a public zone. St James' Church provides a tangible link between the public and former occupants of the town. There are many assets which could be used to engage the public with local history which would improve the accessibility to heritage in the town.



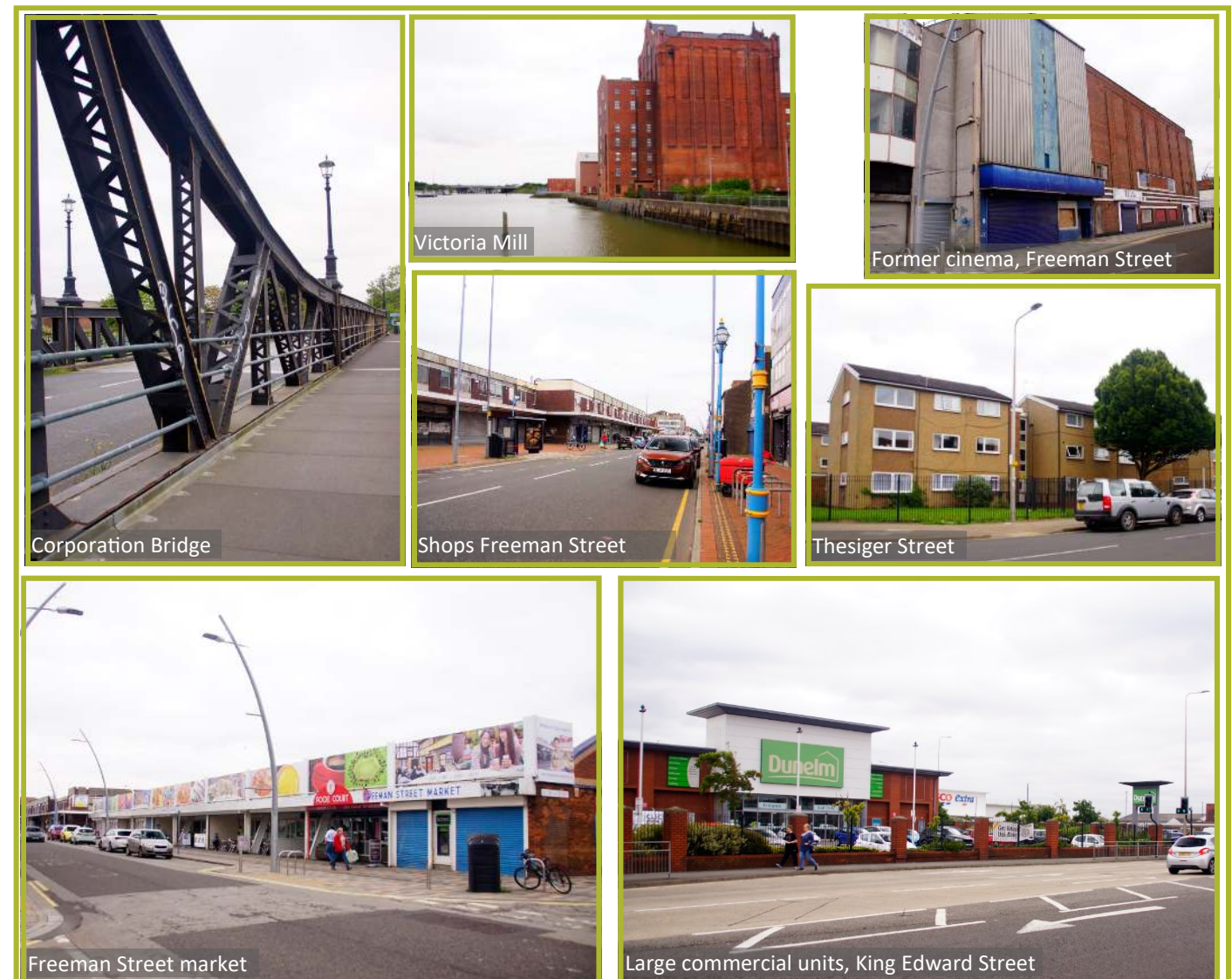
HUCA 2—The New Docks and Freeman Street

Key characteristics

- Characterised by a mixture of large commercial blocks, including shops and residential.
- Many small light industries, including fish processing.
- Former industrial dockside, since repurposed as large commercial units.
- Limited recreational or open space, the area is largely industrial and commercial.
- Plan layout includes long roads which are parallel to New Dock.
- Development 19th century with frequent 20th century additions.
- Buildings are predominantly 2-3 storeys.
- Brick built.
- Some buildings are rendered, painted or pebble dashed.
- uPVC is the most common window and door material.
- The historic frontages of many of the buildings are covered with 20th century signage.
- Buildings are distanced from the road by a narrow path.
- Limited vegetation and trees, some areas of utility grass.
- Frequent street furniture and decorative street lighting, in a mixture of styles.

Landscape History

Remains from the prehistoric period have been recorded in the HUCA, although these are largely scattered and do not generally relate to settlement remains. Prior to the 19th century, the area was part of East Marsh, an area of agricultural salt marsh. These areas were drained during the post-medieval period. The character area was developed following the construction of the 'New Dock', in 1799 which was later renamed Alexandra Dock. In the early 19th century the roads and lots in the character area were laid out and made available for sale. This area was called 'New Town'. Initially the industrial area was confined to the land directly adjacent to the docks, although there were small industries scattered throughout the HUCA behind terraced houses and within homes. Freeman Street was made up of shops, theatres, cinemas and public houses as well as residences. The structures include a large amount of ornamentation and demonstrate the prosperity within Grimsby during this period. These were interspersed with residential properties. There were episodes of clearance in the 20th century. In the later 20th century, many of the terraces, particularly around King Edward Street were repurposed for industries and large commercial business parks with areas for associated parking. Freeman Street has retained many of its 19th century buildings, although there has been some later redevelopment following the loss of earlier buildings.

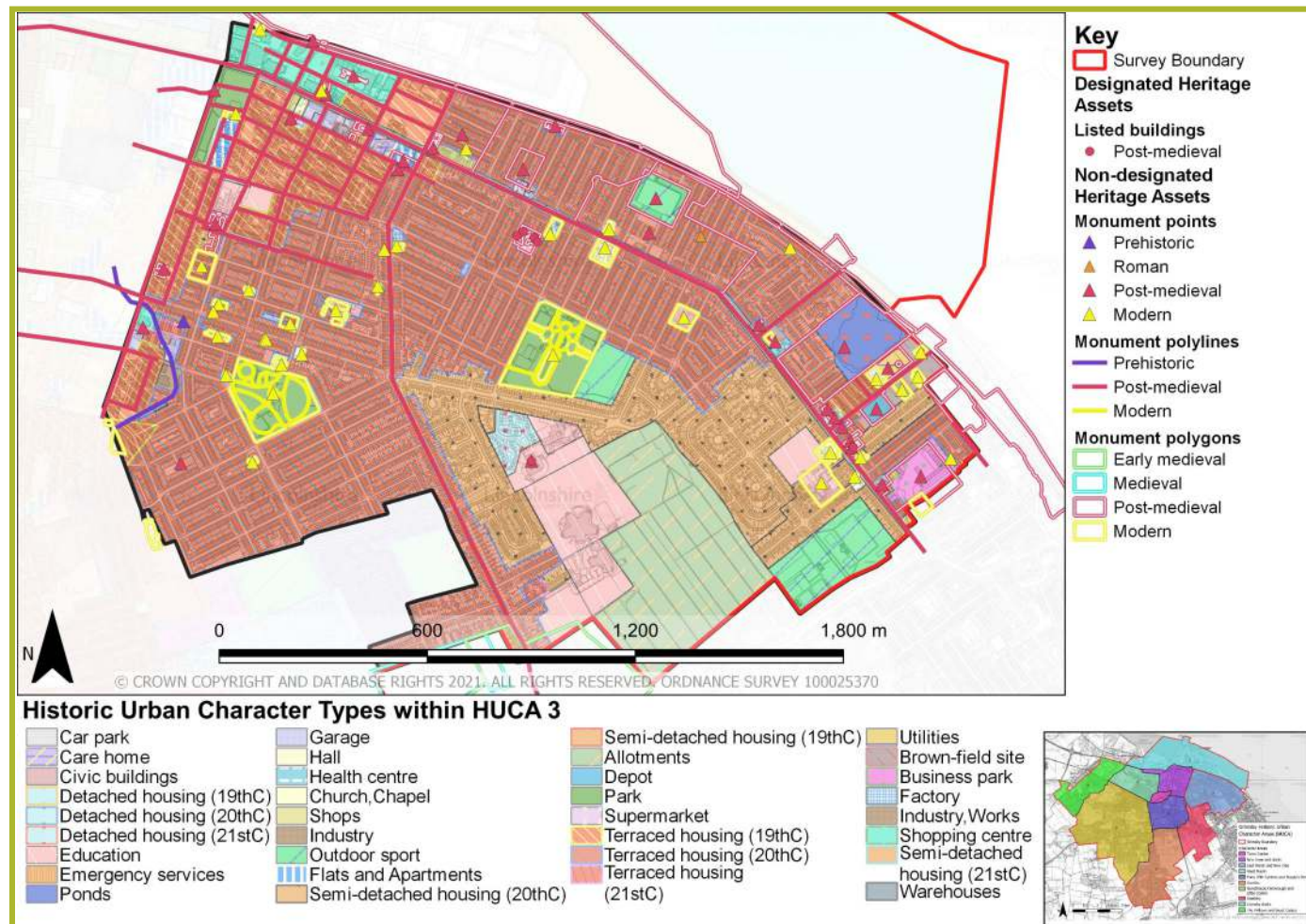


Evidential Value: The evidential remains in the character area include the standing heritage, which demonstrates the rapid influx of money into the town and economic optimism of the time. The area does have highly decorative and high status buildings, reflective of its heyday. Many of the early industries in this area were connected to the fish production industry, including curing. In the 19th and early 20th century, this area was also largely occupied by fishermen and their families and developed a separate identity because of this shared occupation. There is only a small amount of evidence from before the post-medieval period which relates to scattered finds, this is likely due to the area being marsh.

Historical Value: The character area makes a large contribution to the narrative of Grimsby's development. The area demonstrates the growth of the town following the construction of the new dock which contributed greatly to Grimsby becoming the industrial town of modern day. The large commercial units which have replaced old industrial buildings and terraces indicate the changing nature of these areas, which have responded to late 20th century fashion for large commercial business parks with large areas for associated parking.

Aesthetic Value: The prosperity of the east docks area is demonstrated in the quality of buildings present, particularly on Freeman Street, where cinemas and old theatre buildings demonstrate the economic spending potential of the former residents. The historic street frontages have been obscured, predominantly on the ground floor by large 20th century signage. A reduction in prosperity during the late 20th century has led to deprivation in this area and as a result some of the buildings and streets are in a state of disrepair which detracts from the aesthetic value of the area. There is very little vegetation or greenery to break up the built form of the character area.

Communal Value: There are many built heritage assets which could be used to engage the public on the history of the area which is instrumental in the narrative of the town. A large amount of the town's fishing heritage is derived from this area and as such it will contain many stories and collective memories.



HUCA 3— East Marsh

Key characteristics

- ◆ 19th and early 20th century residential.
- ◆ Rows of commercial shops centred on the main roads.
- ◆ Residential development comprises Victorian and Edwardian terraces.
- ◆ Red brick, some rendered.
- ◆ uPVC windows, some original timber windows are preserved.
- ◆ Buildings are constructed on the street front, typically 2-4 metres from the road.
- ◆ Houses are separated by small gardens and low boundary markers such as walls and hedges.
- ◆ Ornamentation in many houses has been retained, such as decorative door surrounds and tiled frontages.
- ◆ No grass verges or street trees, pathways directly border roads.
- ◆ Trees and landscaping confined to small parks.
- ◆ Shops and public houses, where preserved, retain many original features, although some of these buildings are in a state of disrepair.

Landscape History

Prior to development, this character area was part of the East Marsh and also agricultural land. The marsh was drained in the 16th century, after which it continued to be used for agriculture. The area was developed in the late 19th and early 20th century, as the fishing industry grew. The demand for more employees resulted in the construction of hundreds of new terraced houses in the area of the East Marsh and New Clee. These developments were typically Victorian and Edwardian, within long straight streets of houses, interconnected by smaller roads. Commercial and industrial areas were also established. Shops, theatres and public houses were founded along the main thoroughfares such as Cleethorpe and Grimsby Road. Industries such as fish curing and milling were carried out in domestic and purpose built properties within the HUCA. Terraced houses were renovated for commercial use as shops in some areas. These predominated on street corners and junctions. The areas of Victorian and Edwardian terraces have varying degrees of preservation. Many houses retain their original features such as decorated tile motifs, door hoods and window lintels on the principal elevations. Some structures have been altered in the 20th century, and areas of former 19th century terraces have also been entirely replaced by 20th century housing in parts of the HUCA. Parks named after local landowners, were founded in the character area in the late 19th century. High status housing was constructed around the park boundary.

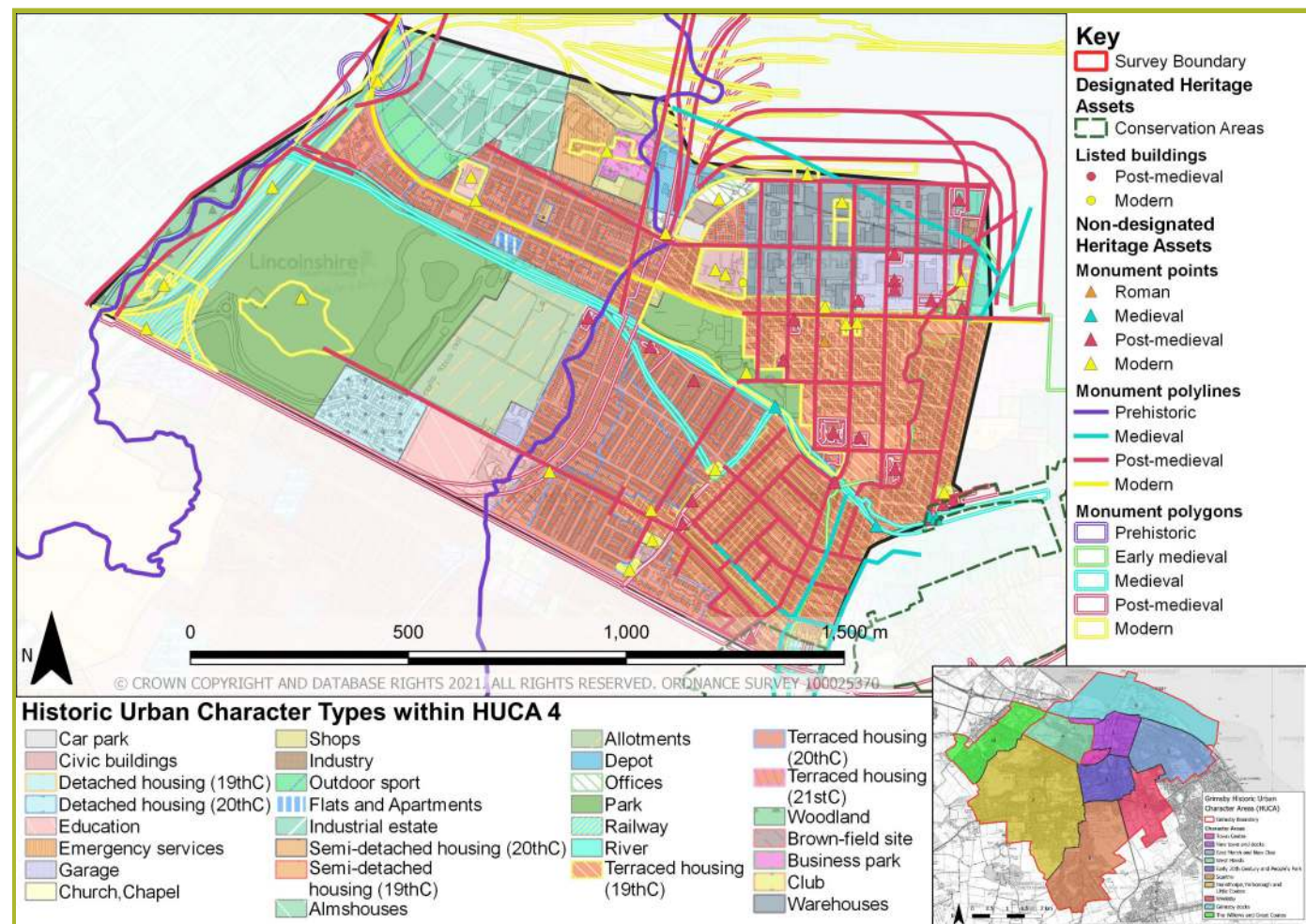


Evidential Value: The character area represents the expansion of the town at a time of prosperity. It was anticipated that many new houses were required for the growing population and as such the area was developed. The houses and buildings contain a high degree of ornamentation demonstrating the investment in the area during this period. There is very little archaeological evidence prior to the post-medieval period, as much of the area was marshland. One possible prehistoric barrow (HER: MNL470), which was excavated prior to development in 1961, is recorded close to Wellington Street.

Historical Value: The character area contributes to the narrative of Grimsby during the late 19th and early 20th century. It highlights the economic advancement experienced by the town during this period and the increasing pressure for new housing. The structures and evidence of former industries provide additional visual context for this.

Aesthetic Value: The wealth and prosperity of the character area during its development are demonstrated by the decoration displayed on many buildings. Many structures used for industry also demonstrate the former trades carried out within the character area. Modifications to buildings have removed some original features, detracting from the consistency of the HUCA. Commercial buildings have also been allowed to deteriorate, which further impacts the aesthetic value of the area.

Communal Value: The area contains many collective memories and a connection to the fishing industry, these stories are imperative to the shared experience of the town. The present day character area is hindered by a large amount of traffic which truncates pedestrian access. There also appear to be limited areas for community gathering.



HUCA 4– West Marsh

Key characteristics

- ◆ Largely residential with some commercial and light industry.
- ◆ Terraced housing built between the late 19th and mid 20th century.
- ◆ Sometimes a small front garden or yard, bounded by a low wall, or hedge.
- ◆ Constructed in brick, many houses are also rendered and pebble-dashed.
- ◆ Windows generally uPVC, some traditional windows remain.
- ◆ Houses are positioned 2-6 metres away from the road.
- ◆ Limited street vegetation and a small amount of grass verges or trees.
- ◆ Parking is on-street.
- ◆ Commercial and industrial buildings are focussed to the north of the character area, adjacent to the docks.
- ◆ Allotments and open park/ grass area located at the west of the character area.

Landscape History

The character area from the medieval period was marshland crossed with water courses, including the line of the former River Freshney and Piper's Creek (HER: MNL1700, MNL4277). It was probably utilised for resources, such as hay and grazing. In the 14th century, a new canal for the River Freshney was constructed, through the marsh in an area called the 'Somertymng'. This allowed some of the water from the Freshney into the West Haven, increasing flow. The channel was recut in the 17th century and the Freshney was fully diverted at this point. In the early 16th century, the marshes were reclaimed and enclosed. The land continued to be used agriculturally until it was partially developed between the late 19th and early-mid 20th century. The character area was truncated by the railway in the 19th century, which was part of the Grimsby Dock Branch. This connected to the sidings next to Alexandra Dock and within the character area a paper mill and saw mills were established close to the line (HER: MNL2180, MNL3812, MNL3811, MNL1322). Residential development was initially focused to the east of the character area, close to the town. Here, new blocks of terraced housing were established on the main routes with smaller interconnecting roads constructed between in a gridiron pattern. These buildings were situated close to the railway and the docks. Infectious disease hospitals were founded in the character area in the late post-medieval and early modern periods (HER: MNL2181, MNL1354). At the time of their construction, these were located away from the main urban zone. In the mid-late 20th century former industrial sites and some residential areas have been redeveloped. The A180 borders the north boundary of the character area and is a major transport link to the docks.

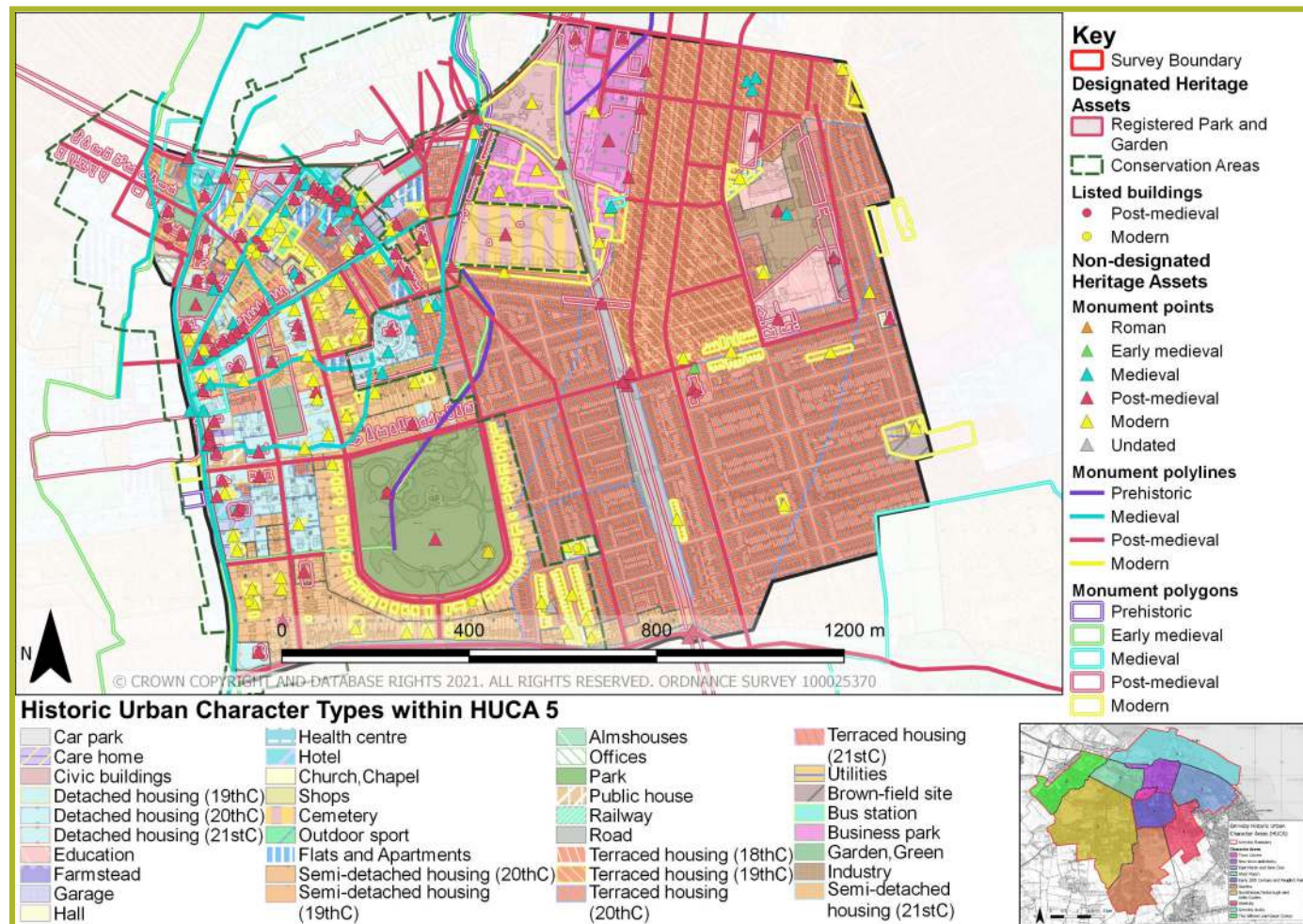


Evidential Value: The character area provides evidence as to the environmental conditions of Grimsby from the prehistoric to the post-medieval period. Watercourses and the artificial channel of the River Freshney contextualise these conditions and contribute to our understanding of the early town. The enclosure and draining of the marsh in the 16th century provided new agricultural opportunities, and in the subsequent centuries provided new areas for development. Grimsby grew both to the east and the west into former marshland, and by the mid 20th century, Grimsby's urban extent subsumed much of the former open land. Transport links were improved in the 19th century with the introduction of the railway, which connected the docks to the main railway line. Several industrial centres were founded close to the railway within the character area, fuelling the need for further local housing and growth.

Historical Value: The construction and re-excavation of the Freshney is an important feature in the history of Grimsby. Watercourses and water management play an important role in the initial growth of the town as well as its decline in the later medieval period. This was also despite attempts to direct new water into the Haven and cut new channels such as the River Freshney. The development of the character area in the late 19th and early 20th century, demonstrates the expansion of the town in this period and the need for new housing close to the docks and industries.

Aesthetic Value: The development of the character area is visible in the housing styles which are represented. High density terraces from the 19th and early 20th centuries were constructed to house the growing population of dock employees and their families. The watercourses crossing the character area provide a visual representation of how the medieval population of the town attempted to manage the wetland environment as well as the flow of the Haven.

Communal Value: Heritage assets within the character area could be used to engage the public on the early history on the former marshland, and industrial development of Grimsby. It has also been a central area for employment since the late post-medieval periods, providing livelihoods for local people.



HUCA 5– Victorian and Edwardian expansion and People’s Park

Key characteristics

- ◆ Late 19th early 20th century residential development.
- ◆ Brick dominates the material palette, some buildings are fully or half rendered.
- ◆ Many homes are influenced by the Arts and Craft movement.
- ◆ Houses are 2/2.5 storeys.
- ◆ Semi-detached housing and detached houses, large terraced houses.
- ◆ Houses are set into their own grounds.
- ◆ Ornamentation, including clinker bricks, timbered gables and decorative doors and windows.
- ◆ Properties are separated from the road by a front garden and often bounded by hedges or walls.
- ◆ Parking includes driveways and on-street parking.
- ◆ Many mature trees in gardens and People’s Park.
- ◆ Much of the HUCA falls within the Wellow Conservation Area.

Landscape History

The character area was agricultural land throughout the medieval and post-medieval periods. The remaining agricultural land was enclosed prior to the 19th century. Several medieval deposits are recorded within the character area, adjacent to the town centre. These are focussed on Wellowgate, which is a medieval road. Wellow Abbey was established in the 12th century to the southern extremity of Wellowgate, in the modern area of Abbey Drive West. The land immediately surrounding the abbey precinct also belonged to the abbey and was likely used for farming. Following the religious reforms in the 16th century, the abbey lands came into private ownership. Development spread from the north to the south as new lands outside of the town centre were required. Large properties were built for merchants and businessmen who were settling in the town. People’s Park (NHLE: 1001505) was founded in 1883, replacing an earlier park located in the area of the West Marsh. The surrounding housing was built between 1890 and 1930 and the principal elevation of the houses faces into the 9.3 acre site, mirroring park design from other towns. Terraced streets were constructed to the east of the character area in the late 19th century, to accommodate employees in the growing industries in the town. The character area was fully developed by the mid 20th century.

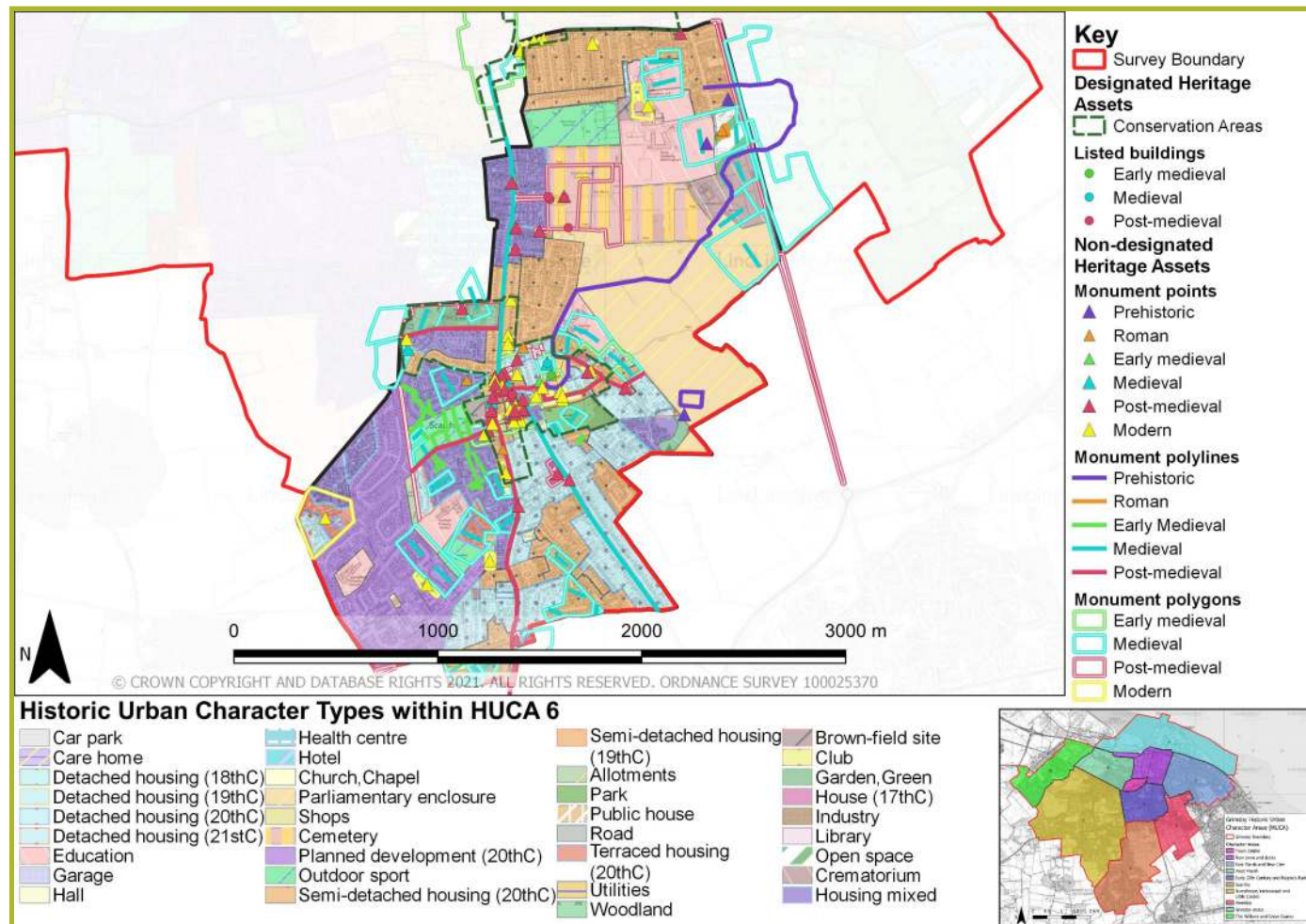


Evidential Value: There is a large amount of medieval, post-medieval and modern heritage within the character area. The medieval remains advance understanding of the religious and domestic history of Grimsby. Heritage assets including Wellow Abbey, medieval remains on Wellowgate as well as the site of the former settlement of Holme are all recorded within the character area. Further remains from this period are likely. The development of the character area in the late 19th and early 20th centuries represents the main period of expansion for the town. Houses built around People’s Park are often higher status housing for merchants and business men.

Historical Value: The medieval remains are supported by documentary evidence which provide a deeper understanding of the abbey and its impact upon Grimsby. Although archaeological excavation and scattered finds have been recorded further abbey remains are likely. Physical evidence of the former settlement of Holme is limited due to a large amount of quarrying for clay locally.

Aesthetic Value: Built heritage and People’s Park give prominence to the developmental history of the town during the late 19th and early 20th century. The high-status houses indicate the aspirations and attempts to attract merchants and wealth into the town. People’s Park demonstrates a shift in attitudes in the mid-late 19th century, with a movement towards open spaces as a break from the urban environment.

Communal Value: People’s Park provides a communal space, still used by local people. The mature trees and Victorian design signal the 19th century origins of the park. The housing and park jointly provide an area of greater significance. The heritage assets clearly form part of a wider history of the area which can be drawn into a narrative.



HUCA 6 - Scartho

Key characteristics

- ◆ Former nucleated village, now part of Grimsby.
- ◆ Developed in the 20th century.
- ◆ Predominantly residential with a centrally focussed area for shops, amenities, and public houses,
- ◆ 20th century with a small number of older properties.
- ◆ Medium density housing set within gardens. Set back from the road by 6-10 metres.
- ◆ Housing types are a mixture of detached, semi-detached, bungalows and short terraces.
- ◆ Material is red and brown brick. Fully or half rendered houses are common.
- ◆ Windows are uPVC and roofs are often concrete or tile.
- ◆ Most houses date to the 20th century and include a driveway.
- ◆ Grass verges and street trees are common within the HUCA. Trees are also common in front and rear gardens.
- ◆ The Anglo-Norman Church of St Giles' is at the centre of the former village of Scartho. This area is also within Scartho Conservation Area.

Landscape History

Prehistoric remains are recorded within the character area. These include a possible enclosure (HER: MNL2530) and findspots (HER: MNL472, MNL2138). Iron Age to Roman archaeological remains also indicate the likely presence of a settlement during this transition (HER: MNL1152). These settlement remains are to the north-east of Scartho, and indicate that the settlement did not continue into the early medieval period. Scartho was a separate nucleated village and parish from the early medieval period until the 20th century. This settlement was low density, and focussed to the south-west of St Giles' Church (HER: 1125, NHLE: 1379408), which dates to the 11th century. The landscape around the settlement core was agricultural from the medieval period, and ridge-and-furrow earthworks are recorded in the HER across the character area. Scartho parish was enclosed by Parliamentary Act in the late 18th century. This formed a new field pattern which was characterised by smaller sub-rectangular enclosures. By the late 19th century, the settlement comprised farmhouses and cottages, many of which have since been removed. In the early-mid 20th century, the settlement was partially developed. This occurred along the main routes out of the village, and comprised large semi-detached or detached housing. In the latter half of the century, housing estates were developed behind the main routes. These were in cul-de-sac roads, and often included public amenities as well as recreation grounds as part of the development. Grimsby's boundary was altered in 1928, incorporating Scartho into the town.

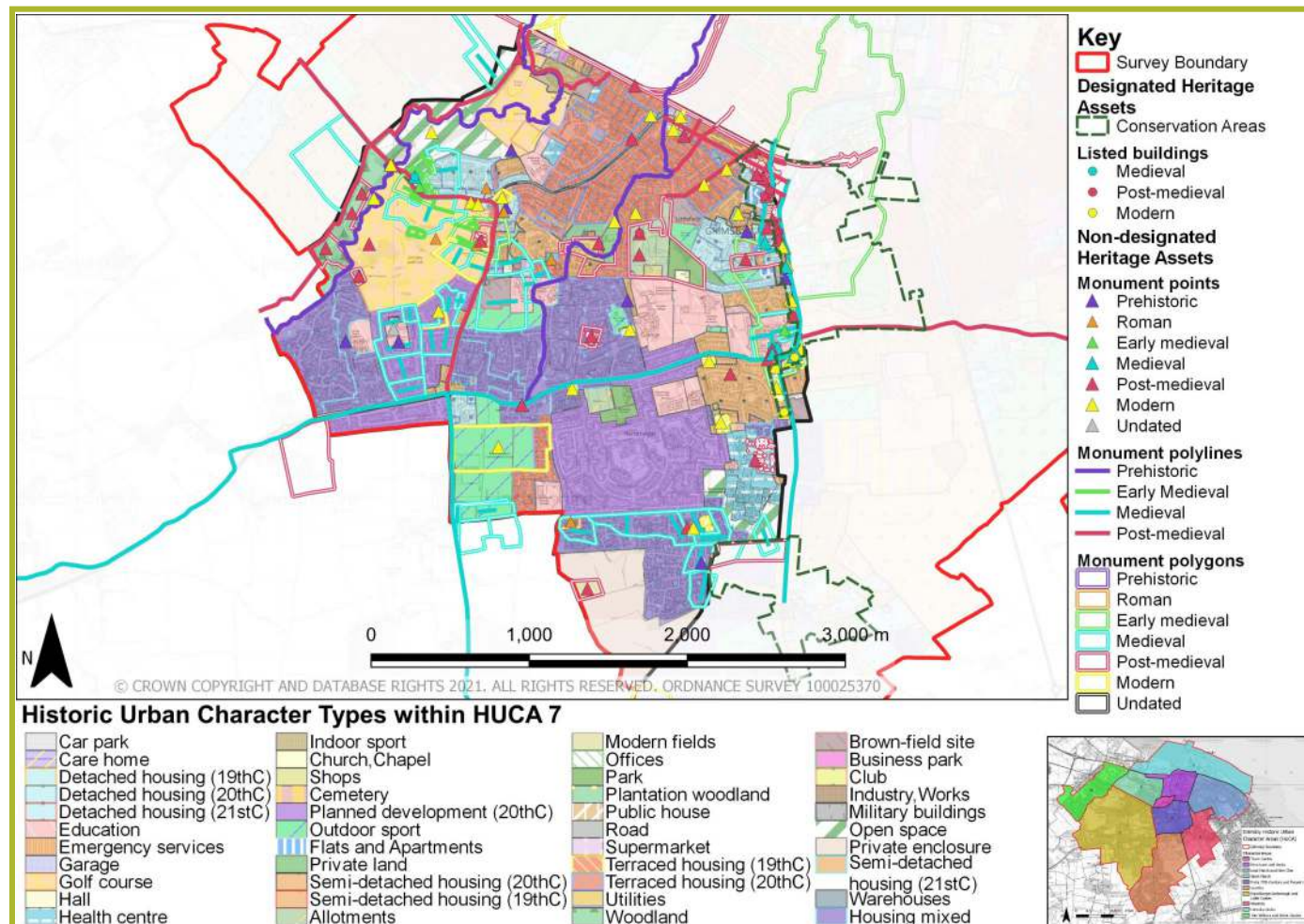


Evidential Value: The character area contributes to the history of the development of the wider town. Scartho was a nucleated settlement from the early medieval period until the 20th century. Its separate identity as one of the villages which made up the later town is significant to the town's growth. The prehistoric settlement remains contribute to an understanding of early

Historical Value: The character area contributes to the history of Grimsby. The early medieval church and settlement provide context for the settlement in this period. The ridge-and-furrow evidence provides key information on the agricultural nature of the surrounding landscape and the agrarian economy of the medieval period. Grimsby's boundary changed numerous times in its modern history, largely to accommodate the growing population of the town and provide new areas for industrial development. This has contributed to it becoming Grimsby in the present day.

Aesthetic Value: The character area is distinct from most of Grimsby. Scartho has a lower density of houses, to much of the town and a higher level of garden trees and verges. St Giles Church and the central shops replicate a quintessential village core. This increases the separate identity of the character area, despite its incorporation into the larger town of Grimsby. St Giles Church also provides a visual link to the former religious history of the area.

Communal Value: The character area contains tangible archaeological remains which could be used to engage the public on its heritage. St Giles church provides value by creating a visual link between the former nucleated village of Scartho and its status as part of Grimsby in the present day.



HUCA 7– Nunsthorpe, Yarborough, and Little Coates

Key characteristics

- Characterised by large residential developments from the 20th century.
- Constructed in large high to medium density developments.
- Comprises terraced housing, semi-detached and detached housing.
- Mixture of styles, includes council built and private housing.
- Built of red, buff and brown brick with uPVC windows and concrete hipped roofs.
- Rendered or half rendered houses with decorative gables are common.
- Houses are 1-2 storeys.
- Mixture of on-street parking and driveways.
- Long curving streets with some street trees and grass verges.
- Schools, hospitals and other civic buildings have been constructed as part of the developments.
- Open space in the form of school playing fields, Little Coates Golf Course and allotment gardens.

Landscape History

Prehistoric remains, including Toot Hill and other possible burial mounds indicate the presence of prehistoric peoples in the vicinity. During this period, the character area was also crossed by watercourses which are recorded in the HER. From the early medieval period, the character area was made up of the parishes of Little Coates, Bradley, Scartho and Grimsby. The landscape was predominantly agricultural and evidence of ridge-and-furrow field systems are recorded across the character area. To the north-east of the character area, the medieval extent of Grimsby is recorded, including the hypothesised site for the castle of Grimsby, construction for which started in 1200 (HER: MNL599). The former burghdyke (defensive boundary ditch) (HER: MNL487) is also recorded. In the medieval period, the Augustinian Priory of St Leonards was founded (HER: MNL1141). It owned an area of agricultural land surrounding the nunnery including pasture and is known to have produced wool. The priory was dissolved in 1539 as part of the religious reforms of Henry VIII. In the 19th century, large parts of this area were awarded to the Earl of Yarborough as part of the Parliamentary Enclosure Act. It was after this, that much of the area was divided into smaller fields and enclosures. It remained largely agricultural until it was developed throughout the 20th century. In the late 19th century, development initially took place on the edge of the town centre, adjacent to HUCA 5 and 1. Development took place in the form of council and private developments. In the 20th century, the settlement boundaries were also altered to incorporate the parishes of Little Coates, Scartho, and parts of Bradley.

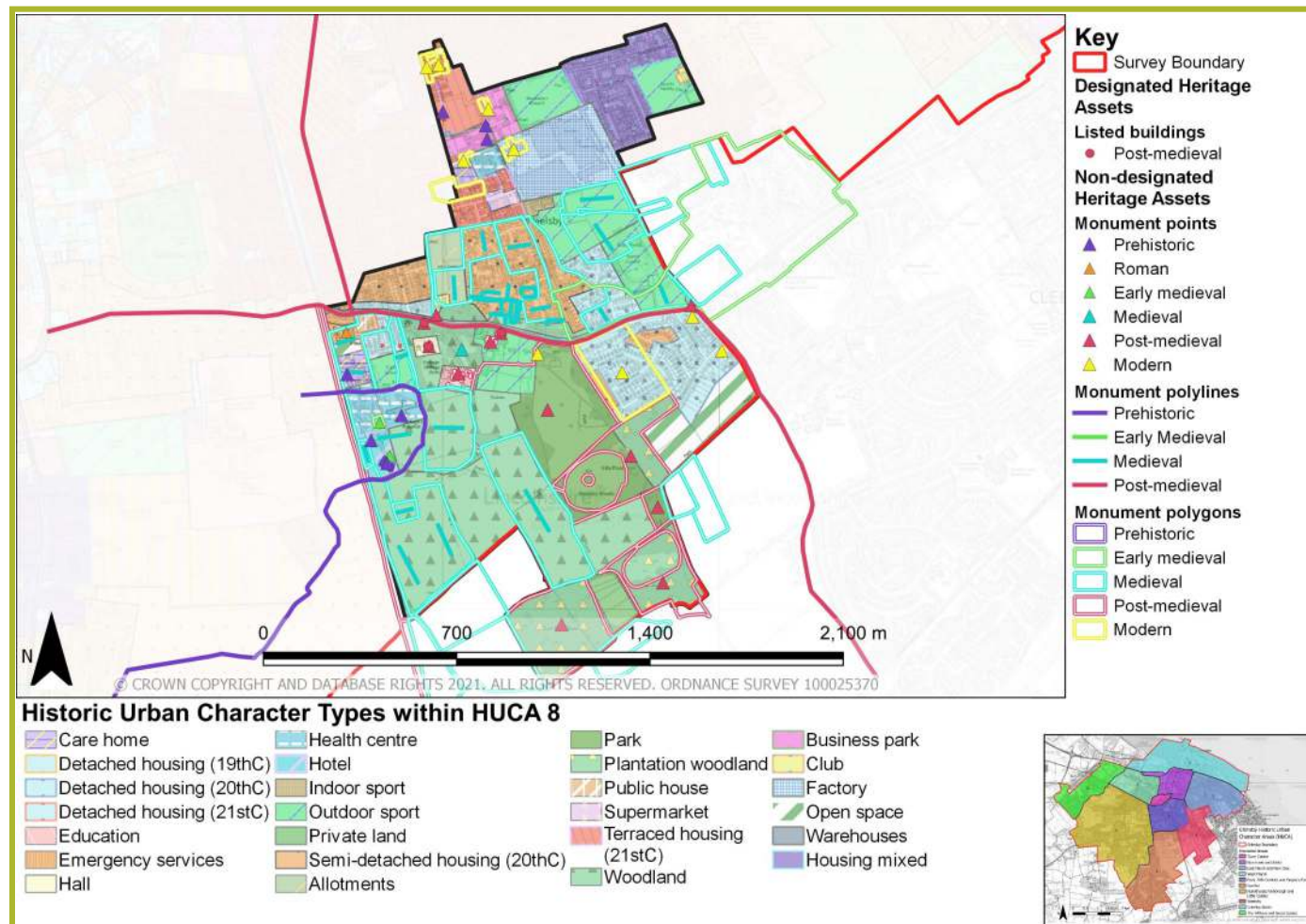


Evidential Value: Within the character confirmed and speculative remains enhance understanding of the narrative of Grimsby. This is particularly relevant to the priory, castle and burghdyke. The hypothetical nature of current understanding of the castle and burghdyke make further archaeological investigation important to the narrative of the town. Further below ground archaeological remains from these features are potentially extant within the character area.

Historical Value: The assets within the character area contribute to the religious history of the local region. It also contributes to a group narrative, alongside the other religious houses which were extant locally. The heritage assets are important to the Grimsby narrative and illustrate its importance as an emerging settlement in the medieval period. Despite this, many historic assets have been obscured by modern developments.

Aesthetic Value: Although there are several heritage assets of importance within the character area, many are no longer visible or have been redeveloped. Modern architectural styles are represented however, including private and council led developments, which demonstrate the changing architectural design of the period.

Communal Value: The character area contains numerous heritage assets. These now predominantly comprise below ground remains such as the Priory of St Leonards. Despite this, there is little current community engagement to convey the narrative of these heritage assets.



HUCA 8 – Weelsby

Key characteristics

- ◆ Characterised by residential development in the former settlement of Weelsby.
- ◆ Mid density houses, comprising 20th century semi-detached, detached housing and bungalows.
- ◆ Plantation woodland and parkland covers the edge of the character area.
- ◆ Brick is the dominant building material.
- ◆ uPVC windows, concrete tile roofs are common.
- ◆ Houses are set within their own gardens often with driveways.
- ◆ Grass verges, street trees and garden trees provide greenery within the character area.

Landscape History

Prehistoric archaeological features within the character area indicate that the landscape was being utilised in this period. Agricultural activity within the area has been confirmed with evidence of Bronze Age ditches (HER: MNL2385) and Iron Age features (HER: MNL1424). Agricultural activity is also recorded between the medieval and modern periods. Historic assets relating to ridge-and-furrow are recorded within the HER across the area, as well as excavated remains. A settlement of Weelsby is mentioned in the Domesday survey of 1086, as being a manor estate with approximately 17 households, arable land and meadow. Probable archaeological settlement remains from the medieval period, including cropmarks relating to croft (house) property boundaries as well as roadways, are recorded to the north of Weelsby House (HER: MNL1135). Archaeological remains associated with this house are also thought to be beneath woodland in Weelsby Park. Some areas were developed residentially in the 20th century prior to the requirement for archaeological investigation. Consequently, potential remains may have been truncated. A manor house has been extant in Weelsby since the 11th century. By the 19th century, Weelsby had three manor houses (HER: MNL1428, MNL13145, MNL1397). These were owned by prominent local landowners including Grant Thorold, who owned large areas within Grimsby and George Sleight, a fishing magnate. Weelsby was not subjected to parliamentary enclosure, although it was enclosed privately during the post-medieval period. This transformed the landscape to a system of smaller fields. Weelsby Park, was laid out in the same period, located to the south of the character area (HER: MNL2206) the park contained woodland, plantation woodland and open grassland. During the Second World War, the park was used as a prisoner of war camp largely for Italian detainees. In the years following the war, the camp was used by Polish service men who could not return to Poland due to occupation by the Soviet Union. These remains are now visible in the park which is open to the public. The character area was developed residentially in the mid-late 20th century, with detached and semi-detached developments.

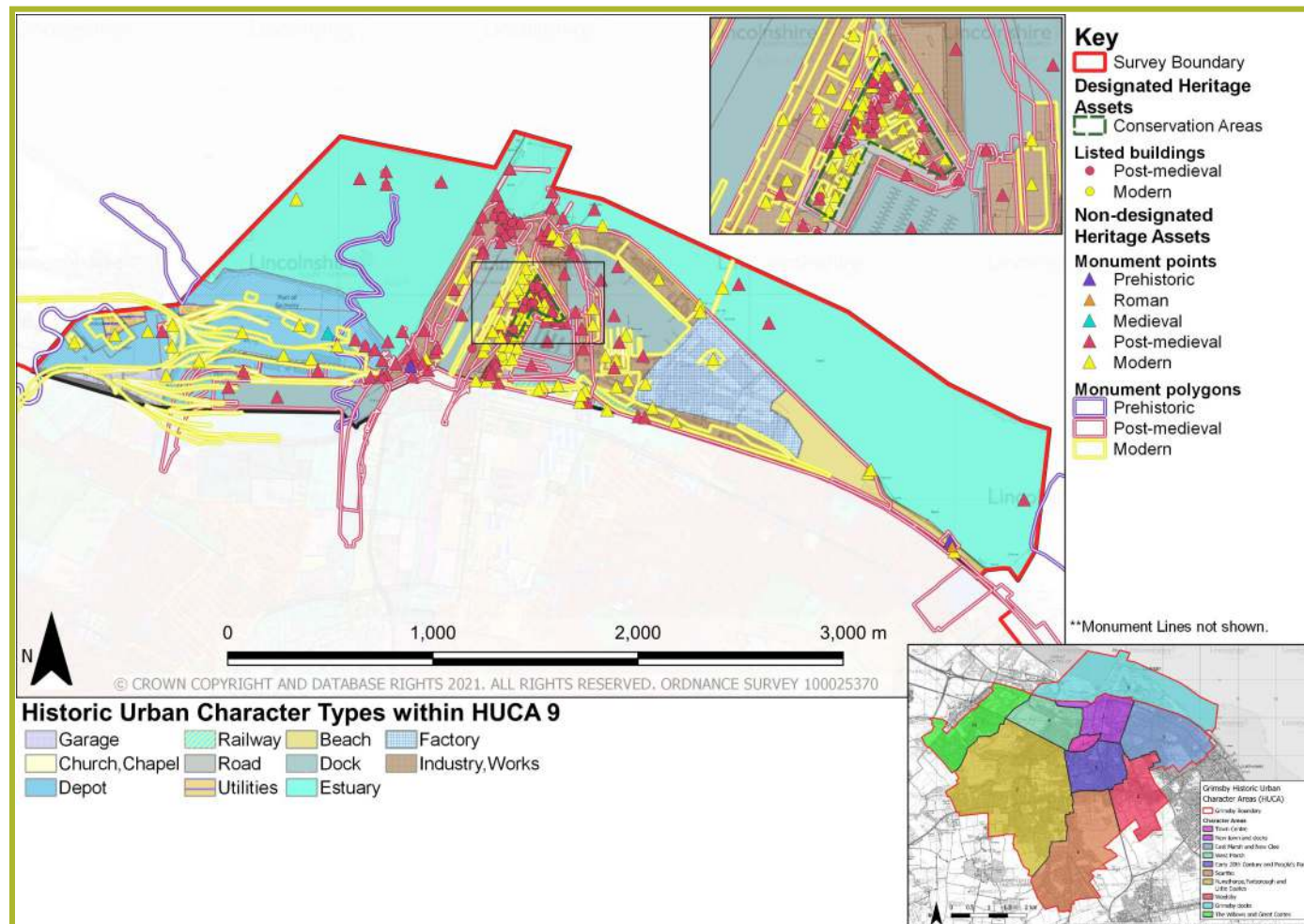


Evidential Value: Identified archaeological features from the prehistoric through to the modern period are well understood in the HUCA. These heritage assets and archaeological remains contribute to the narrative of the wider history of Grimsby. Identified settlement remains particularly from the prehistoric and medieval periods have the potential to increase understanding of human activity in this region. The archaeological remains from the prisoner of war camp provide context for activity in the area during the Second World War. There is also potential for further below ground archaeological deposits within the HUCA.

Historical Value: The legible heritage assets comprise historic buildings, particularly the former manor houses, Weelsby Park and earthworks dating to the Second World War. Areas of preserved ridge-and-furrow are also reported to be extant. These assets elucidate the history of the different aspects of the town.

Aesthetic Value: The historic character of the HUCA is largely associated with the development of the area during the 20th century. The modern housing developments of the 20th century frequently include open greens or landscaping, which reflect the design aspirations of the time. Assets from the 19th century reflect Weelsby's status as a separate settlement to Grimsby prior to the 20th century.

Communal Value: Archaeological remains from the Second World War are a visible archaeological feature within Weelsby Park. A commemoration and information boards on the Polish regiments based in the park are important community focus. Weelsby Park is an example of post-medieval parkland and a large heritage asset within the character area, it provides an accessible interactive connection to the historic environment.



HUCA 9– Grimsby Docks

Key characteristics

- ◆ Grimsby docks.
- ◆ Characterised by industry and commercial units.
- ◆ Transport links are dominated by roads and railways, with restrictive access for pedestrians.
- ◆ Mixture of 19th century and modern buildings.
- ◆ 2 storey brick built 19th and early 20th century buildings.
- ◆ Large mid-late 20th century warehouses.
- ◆ Includes the Kasbah Conservation Area.
- ◆ Large car parks and depots associated with the industries.
- ◆ Limited vegetation, some amenity grassed areas.
- ◆ Floodlighting and machinery.

Landscape History

Until the 19th century, much of the character area was a wetland environment, on the edge of the Humber Estuary. In the mid 19th century, a programme of reclamation raised the land beneath the HUCA (HER: MNL3930). The Royal Dock (HER: MNL16) was the first to be constructed by the Manchester, Sheffield and Lincoln Railway (MSLR) in 1846-52. The dock covered an area of 138 acres, with a 20 acre basin. Sea locks built at the entrance to the Humber controlled entry to the dock and water levels (HER: MNL1965, MNL1966). In 1851, the Dock Tower was constructed to control the locks (HER: MNL1967), its design was based upon the Palazzo Publico of Siena. A new dock was constructed in 1855 specifically for the fishing industry which was beginning to surge during this period. A railway line was extended to the docks, creating an efficient transport link to the rest of the country. In 1866, the fish dock was extended. In 1876-77 the Number 2 Fish Dock was constructed, and enlarged in 1897-1900. A triangle of reclaimed land between Fish Dock No 1, No 2, and the Royal Dock became an area of services and industries which supported the fishing industry. This area was known as The Kasbah, it included smokehouses with distinctive chimneys, warehouses, factories, shops, joiners, shipwrights, banks, public houses, as well as a post office and a chapel. Since 2017, it is also a Conservation Area. In 1934, Fish Dock No 3 was constructed on land which had also been reclaimed.

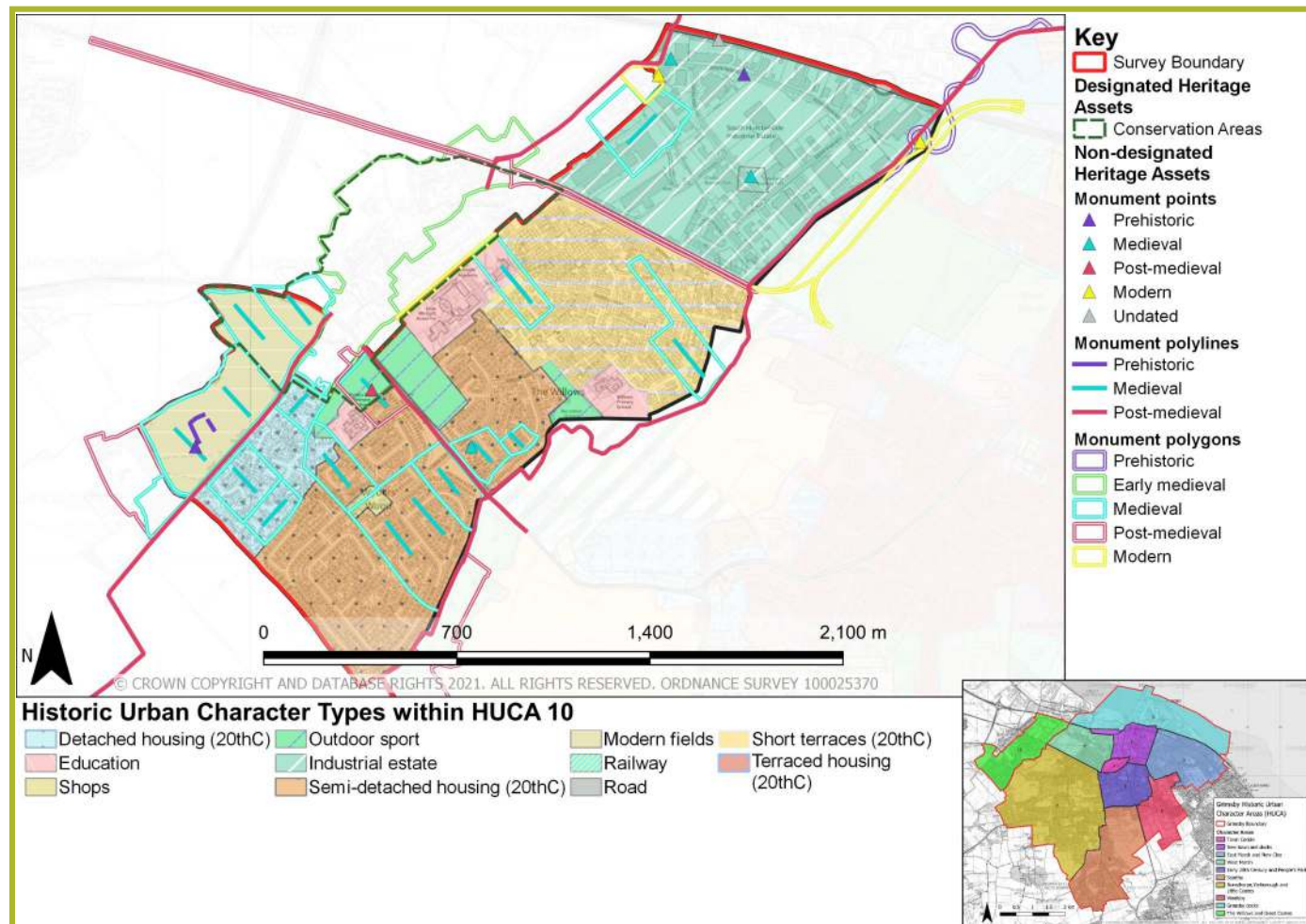


Evidential Value: The Grimsby dock is a heritage site of national importance. It reflects the astronomical growth of the fishing industry between the mid 19th and mid 20th century, which is reflected in the built heritage preserved within the character area. Its contribution to the development of the town is of great importance to the narrative of the town's development. Since much of the character area is constructed upon reclaimed land, below ground remains from before the 19th century are unlikely. Despite this, remains from the early foundation of the dock may be preserved beneath later 20th century structures.

Historical Value: The historic environment is highly visible throughout much of the character area. This is despite the redevelopment of some industrial areas during the 20th century. The specialised structures constructed for the fishing industry as well as other industrial processes contribute to the historic narrative of the character area and the wider town. The association of the HUCA with the wider area also enables the public to visualise the development of the town over time.

Aesthetic Value: The dock tower is a landmark visible from multiple points in Grimsby and the surrounding area. It is a tangible reminder of the industry upon which Grimsby was founded. The dock area is heavily industrial and has seen multiple episodes of regeneration. The built character of the Kasbah is reminiscent of a town centre, this is largely due to the lack of space, which has created a varied and high density streetscape. Furthermore, buildings were constructed for individual purposes, requiring specific layouts and work spaces. This has created an honest built form within the character area. Some buildings, including the Grade II* listed Ice Factory (HER: MNL12 NHLE: 1379842) are in a state of serious disrepair which detracts from the character area and endangers its contribution to the history of Grimsby.

Communal Value: The character area represents much of the collective post-medieval and modern history of Grimsby, associated with the fishing industry. As such it is an important area and contributes to the shared memories of the town. Despite this, the HUCA is a working dockland, and is quite inaccessible at present for the public. Parts of the area, particularly the Kasbah Conservation Area if made accessible could be an important resource with which to engage the public.



HUCA 10– The Willows and Great Coates

Key characteristics

- Characterised by large mid-late 20th century residential developments.
- Urban development is connected to Great Coates and separated from Grimsby by the River Freshney and open space.
- Mixed developments comprising semi-detached, detached, short terraces, and bungalow housing.
- 1-2 storeys.
- Brick built.
- Houses are set within gardens, driveways are also common.
- Buildings set back from the road 8-10 metres.
- Vegetation is within front and rear gardens with limited street trees or grass verges.
- Developments included schools, churches and local shopping areas.
- A large industrial estate is also extant to the north of the HUCA adjacent to the A180.

Landscape History

The character area in the medieval period was characterised by an open field system. During this period, it was also part of the Parish of Great Coates. The HER records several heritage assets related to ridge-and-furrow from this system. Great Coates had two mills in the medieval period, a watermill and a windmill (HER: MNL1816). It remained agricultural until the 20th century when the area was developed. The agricultural land was not subject to a parliamentary enclosure, and many of the elongated medieval boundaries were preserved within the character area until its development. Evidence of medieval flood defences have also been recorded following aerial archaeological investigation (HER: MNL4539). The South Humberside Industrial Estate has since been constructed on the site of this feature. In 1968, the parish boundaries were changed and much of the former land of Great Coates became part of Great Grimsby. Land in Great Coates also became part of Healing Parish. The character area was largely fully developed by the late 20th century.



Evidential Value: The evidential value held within the character area is associated with its former agricultural systems. There are HER monuments relating to medieval mills (HER: 1816) These field boundaries were well preserved into the 20th century, although they have since been obscured by developments of the late 20th century. The character area contributes to the historical narrative of the boundaries of Grimsby, which were changed to incorporate larger areas of the surrounding parishes. This has allowed Grimsby to develop into the town which is extant today.

Historical Value: There are no or very few known legible heritage assets within the character area. Despite this, recorded assets do contribute to the history of the wider area, including the agricultural history of the area, as well as the changing town boundary of the 20th century. Acknowledged assets have been truncated by later development.

Aesthetic Value: The aesthetics of the historic character have been significantly impacted by 20th and 21st century development. Modern housing styles and planning aspirations are represented by the developments represented within the character area.

Communal Value: The character area is predominantly private residential. Heritage assets relating to the agricultural history of Great Coates are recorded, although there are few archaeological remains with which to engage the public on the history of the character area.

DISCUSSION

Historic background

Archaeological evidence relating to the prehistoric period is recorded across the survey area. This evidence provides a fairly clear insight into various aspects of human activity during this period. Environmental remains provide context as to the natural environment at this time, which appears to have been fairly wooded. Prehistoric axes could indicate that there was some management of the local environment. Domestic remains show that there was long term occupation of some of the residential sites. The discovery of animal bones also demonstrate that livestock was being kept as part of the settlements. Evidence of iron working, including molds for horse trappings are also included in the findings. Roman remains recorded within a number of the sites demonstrate that occupation continued after the Iron Age period. These sites have included domestic pottery, animal bones and cereal grains and show that food was being prepared and stored. More is understood about Grimsby and the local area during the early medieval period. At this point there were multiple small settlements within the survey boundary including Grimsby, Scartho, Weelsby, and Little Coates. These settlements included arable land, woodland and meadow. Scartho also had a church. Grimsby in 1086 also had a ferry and a mill, which provides insight into its growing importance at this time. Grimsby reached such importance, that by 1194 it was given borough status, allowing the settlement increased rights and privileges. The town prospered, generating its economy through overseas trade, fishing and local food production. Numerous religious houses: two friaries, an abbey, priory and hospital established themselves in the town, encouraged by its status and prosperity. The town began to go into a decline in the late 13th century, this was partially the result of the siltation of the Haven which prevented ships from passing. Efforts were made to clear the channel including petitions to the King and the partial diversion of the River Freshney in 1341. These schemes however, did not clear the Haven fully and trade began to move elsewhere as a result. The town suffered again following the dissolution of the monasteries in the mid 16th century which closed the religious houses. By the 18th century, Grimsby was no larger than a small market town with many decayed buildings. The fishing industry was also non-existent. The town's fortunes were turned in the late 18th century through the construction of a new dock. This was the beginning of Grimsby becoming a port town again. New industrial and residential areas were laid out adjacent to the dock. Initially success was slow, largely due to inland transportation being inefficient. The introduction of the railway in 1848 was instrumental in the success of the dock and wider town, creating quick and easy transportation from Grimsby to inland towns and London. Railways were constructed up to the dock area to allow the produce to be directly loaded into the carriages. It was at this point that fishing came to dominate the economy. Several new docks were constructed between the mid 19th and mid 20th centuries to accommodate the exponential growth of the industry. The town swelled into former marshland to the east and west and in the 20th century had engulfed a number of the surrounding villages including Scartho, Weelsby and Little Coates. The town boundary was changed multiple times to allow the town to grow, with residential, industrial and commercial growth. The proposal to diversify the industrial economy of the town was mooted in the early decades of the 20th century, and other industries were founded as a result. Despite this diversification, impacts to the fishing industry in the 20th century severely impacted the prosperity of the town. These impacts such as the depleted fish resources, the Cod Wars and the First and Second World War had a lasting effect on the town. In the 21st century diversification has continued and several other industries including renewable energy have been established in the town.

Character summary

Across the town of Grimsby the built and spatial form is widely varied. Periods of development were fuelled by the changing prosperity in the town, with surges in the medieval period, the 19th century and the modern period. Heritage and assets from the medieval period are well represented across a number of character areas. The focus for the medieval town of Grimsby is in HUCA 1, although settlement cores are found across the survey area. The historic character of this HUCA is preserved in the street layout and property boundaries, some of which are preserved. Remodelling of the town centre occurred in the 18th, 19th and 20th century which has formed a varied town centre with a variety of architectural styles. The 18th and 19th century development of the town is represented in HUCA 2, which was the first development to take place outside of the town centre during its revival. This area is characterised by early industrial, residential and commercial development, highlighting the renewed prosperity and aspirations for the town. Some of this early construction has been remodelled in the 20th and 21st centuries. Character Areas 3, 4, 5 and 9 were developed in the mid-late 19th century as the town experienced exponential growth. Residential areas were developed in 3, 4 and 5 although industry and industrial buildings were still common throughout. HUCA 9 was developed as the new dock areas which dominated the town's fishing economy during this period and into the 20th century. Character Areas 6, 7, 8 and 10 were developed throughout the 20th century as the town expanded into new areas. These areas are predominantly residential, although schools, industry, and areas of commerce were also established as part of large single developments. The HUCAs are also located on the site of early settlements from the early medieval and medieval periods, although these have been absorbed into the later town of Grimsby. The dominance of brick as a cheap and efficient building material is obvious across the survey area with some high status buildings, such as churches and banks using stone. The role that industry had in the town's development is also immediately obvious, creating a repeated character across the survey area, which is unique to Grimsby.

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Extensive Urban Survey



A view of the Haven-side industries

Grimsby 2021

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