



# The Kasbah

In the Port of Grimsby

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A Statement in Support of the Designation of a  
Conservation Area

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## FOREWORD

*“The Kasbah is a unique and special area of Grimsby and is a key piece of our incredible local history jigsaw.*

*And it’s for that reason that in October 2017, the Council granted the Kasbah area Conservation Area status in order to help preserve all that’s best about that history.*

*Great Grimsby is a special town, with a deep-rooted past in the fishing industry. Once one of the largest fishing ports in the UK, it’s now embracing new technology and industries alongside our traditional fishing heritage.*

*Working with partners, most notably colleagues at Associated British Ports, we have a singular point in time to preserve some of that heritage and revitalise the Kasbah for future use.*

*When you match that alongside the huge partnership projects we’re planning, to regenerate large swathes of the centre of Grimsby, with the Grade II listed Victoria Mill Silo building at its heart, it illustrates and reiterates our deep commitment to our borough’s heritage.*

*By working together in partnership, we will continue to deliver real benefits to our residents, businesses and visitors to our borough.”*

Cllr Ray Oxby

Leader, North East Lincolnshire Council

**“Designation is not intended to prevent change or adaptation but simply to make sure that their effects on what people value about a place are properly considered.”**

(English Heritage, 2009)

## SUMMARY OF SIGNIFICANCE

It is proposed that North East Lincolnshire Council should designate the Kasbah as a conservation area for the following reasons:

- In the late 19th and early 20th century, Grimsby was the greatest fishing port in the world. Grimsby also became the leading deep sea trawler port of which the buildings and landscape of the Kasbah were central to its success.
- The layout and landscape of docks, quays, transport systems and collection of specialised building types found in the Kasbah forms the most important, surviving representation of industrial scale fishing trade in England.
- The distinctive 'town like' character of the Kasbah is unique, including its spaces and specialised buildings which make evident the evolution of the processes and functions within the port and wider fishing industry.
- Grimsby has the largest concentration of fish smokehouses in the country, six listed examples are located within the proposed conservation area.
- Grimsby was the first modern industrial port in Britain and is the best surviving example of a port fully integrated with the railway and developed by railway companies.
- The area contributes to the setting of surrounding assets among which are the grade II\* Ice Factory and grade I Dock Tower.
- The proposed conservation area contains 8 listed buildings in total and 11 sites suitable to be considered for local listing.

## INTRODUCTION

The Kasbah sits within The Port of Grimsby on the south bank of the River Humber. It is an area once famed for being the ‘foremost fishing port in the world’ and contains the ‘highest concentration of surviving smoke-houses in the country’ along with a diverse collection of premises built to service the fishing industry (Whitfield M, 2009).

‘Kasbah’ is an Arabic word used to describe an area, usually a market place, with narrow darkened streets. This distinct character is true of this area of The Port of Grimsby, hence it is known locally as ‘The Kasbah’.



The owners and operators of The Port of Grimsby Estate are Associated British Ports (ABP). ABP is the UK’s leading port operator, with a network of 21 ports across Great Britain. Four of these are located on the River Humber; Hull, Goole, Immingham and Grimsby. ‘Although retaining its strong connection with the fishing industry, Grimsby is the UK’s major car import terminal and is at the forefront in serving the developing offshore wind energy industry’ (ABP, 2017).

Local Authorities have a duty, under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to designate and conserve any ‘areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’. As part of this process it is proposed that a new conservation area is designated for the Kasbah, based on the significance of its unique collection of buildings constructed for and in service of the fishing industry.



## LOCATION & CONTEXT

The Kasbah sits on a peninsular within the Port of Grimsby, between Royal Dock (west) and Fish Dock No.2 (east).

The port was purposely built at Grimsby because it sits on the tip of the Humber Estuary giving quick and easy access to the North Sea. Grimsby's position on the south bank of the river Humber also offered advantages over its closest rival Hull as it benefits from more direct routes on land to major markets in the Midlands and South.



## A BRIEF HISTORY

**The peninsular which the Kasbah sits is an area of made ground, reclaimed and raised from the foreshore in the mid-19th century. The layout of the area was determined by the position of the docks and its necessary rail connections with buildings and roads laid out afterwards.**

With the exception of four buildings in the far north west of the area, development does not appear to have commenced within the peninsular until 1873-9. By 1887-9 the area had been almost completely developed.

The creation of this new dock estate was driven by economic possibilities created by the railway. In particular following the merger of Grimsby Dock Company and the Greater Grimsby & Sheffield Junction Railway Company in October 1845.

The newly invigorated network took full advantage of Grimsby's location and gave it the opportunity to compete on the global market like never before. In 1850 Gordon Jackson described Grimsby as 'the first truly modern Dock in Britain' (Jackson G, 1983).

During its construction the Manchester, Sheffield & Lincolnshire Railway took over and in 1848-9 linked Grimsby in stages with Sheffield and the major rail networks in the midlands and the north. In the same year East Lincolnshire Railway began operating a south-bound service from Grimsby to Louth which quickly became a direct route to London Kings Cross.

The new dock - now Royal Dock - was completed in March 1851 and by 1865 the

port had become the '5th largest in the UK' (Dowling A, 2007). At the same time fish trade in the northern portion of the North Sea developed rapidly - it was at this time when Grimsby's advantages in design and location were exploited.

In 1857 Fish Dock No.1 was built, as a direct response to market demand. It had immediate effect, 'doubling the weight of fish landing in Grimsby in its first year' (Gillet E, 1992). By 1869 the fish moving by rail from Grimsby had reached 20,000 tones, triggering an extension of the existing fish dock. Expansion continued towards the end of the 19th century with the opening of Fish Dock No2. in 1877, which itself was later extended to cope with the increased demands of steam-powered trawlers from the 1880's onwards. In 1897 the rail network at Grimsby dock became part of the Great Central Railway.

In the first half of the 20th century the North Sea fishing trade became less secure with overfishing effecting reliability and the reorganisation of the railways in 1923 putting Grimsby Docks under the less proactive London & North Eastern Railway.

Despite uncertainties Fish Dock No.3 essentially a further extension of No.1 was built in 1933-4. The impetus in this instance came from the Council as opposed to private investors, yet the investment signified a continuing belief in the enduring prosperity of the port. The new dock provided the potential to accommodate yet larger boats and included the creation of further quayside and buildings in support of the fishing industry (Whitfield M, 2009).

## BUILT CHARACTER

The layout of the entire dock area was influenced by the available space which remained after requirements of transport, particularly the railway. The resulting pattern of streets represents a dense network dominated by smoke-houses, warehouses and shops giving it an almost town-like character.

The central core is made up of three parallel streets – Fish Dock Road, Maclure Street and Auckland Street. Beyond to the north-east and south-west, there are several variations to a typical grid pattern, most notably in the examples of Cross Street and Parker Street, laid out diagonally. These were originally the route of railway branches providing direct access to the quaysides.

The northernmost section of the built-up area broadens into a triangular plan and extends towards the fish market at the quayside of Fish Dock No. 1. This is where the majority of the fish processing buildings can be found. The entire area is defined and constrained on all sides by

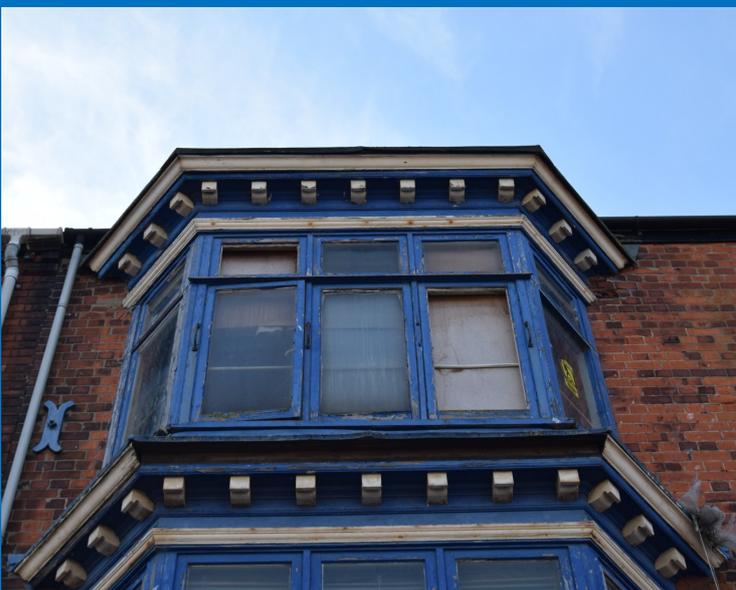
the docks, but also by the wide quaysides which provided the space for loading, storage and transport. This space is particularly large on Royal Dock and is used today, as it was in the 19th century, for transit sheds, marshalling and loading. One significant difference is that rail traffic has now been replaced with road haulage and the railway branch, later Eastside Road has now been opened up to extend the quayside.

Whilst the rationale for the street pattern can be seen, arranged in such a way as to provide the optimum space for their function, the building plots themselves were subservient and as such developed more organically.

Within the blocks of buildings, there is scarcely any open space, with densely developed, continuous rows of buildings being the dominant form. The principal functions of the area, the storing and processing of fish, required little natural light. Therefore these buildings were arranged, to make the most efficient use of space, whilst remaining as close to the quayside and railways as possible.

The buildings are broadly consistent in scale, typically of two to three storey buildings. Yet within this broad pattern lies a huge amount of localised variety, with very few consistent ranges aligned together. This is a reflection of the considerable variety of building types and of the multiple functions of the area in relation to all aspects of the fish trade and interests.

There are certain example building patterns, such as the tightly-packed





blocks between Fish Dock Road and Surtees Street (above) where the notable variety of height, storey size, massing and elevational style all reflect the dynamic development of this area for different functions and at different periods (Whitfield M, 2009).

The typical site plan of small, individual buildings is generally deep and with a narrow frontage. In a number of cases multiple plots have been developed from scratch or redeveloped over time to create larger units. Each building reveals something of its original use but overall reflects the diversity and dynamism of commercial activity within the area.

Many of the buildings utilise red brick, although buff brick is also used with stone or brick lintels. It wasn't until after the 1930's that more modern materials such as concrete and corrugated metal were introduced. Whilst bricks act as a base to the majority of the buildings many frontages utilise different materials. Most noticeably many of the former banks have decorative dressings such as limestone, glazed brick or terrazzo. A few properties within the area are rendered however these are generally recent additions. In many cases render was used to cover up unsightly blockwork installed when altering openings when buildings were repurposed. Another method used when openings became defunct is cladding. Many buildings around the Cross Street area are clad in corrugated steel sheets. Although unsightly this method leaves the buildings intact beneath.

The predominant original roof covering would have been welsh slate or clay tile. Original roof coverings are now the minority. During the second world war many of the buildings on the Port of Grimsby were damaged. During repair and rebuilding it appears that most original roof coverings were replaced with more abundant materials such as corrugated asbestos sheets or concrete tile. In some cases pitched roofs were removed entirely and the roof made flat, then either felted or capped with a concrete slab. At the same time the opportunity was taken to widen some of the Kasbah's narrow roads for modern road haulage. As a result, many buildings were given entirely new facades.

Windows, doors and shop fronts are generally timber with some recent uPVC interventions. Mid-20th century buildings and frontages tend to contain large single pane fixed timber casements or Crital Windows.

## INNOVATION

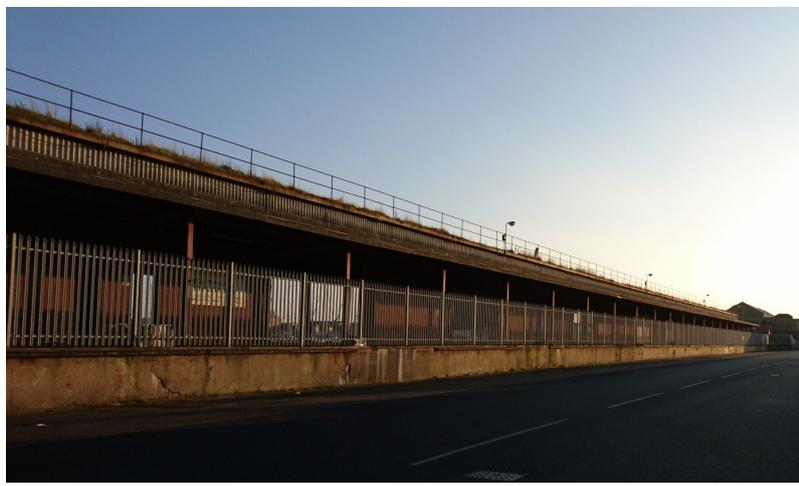
The use of the railway throughout the development of the Port of Grimsby at the time was innovative and unique. This innovation continued with the Kasbah being the birth place of a streamlined fish processing industry and its workforce responsible for the development of more efficient boats and equipment. Grimsby continues to be at the forefront of technology and is now an established centre of excellence for the operations and maintenance of offshore wind energy.

### Rail

Unlike older, well-established ports such as London, Liverpool and Hull; Grimsby offered less constraints to the introduction of railways. James Rendel's design for the new dock at Grimsby was not only the best means of creating a reliable and large harbour but also created opportunity for the railway to be the heart of the new facility (Whitfield M, 2009).

At the time creating a port from scratch was virtually unique in Britain. The only other port being developed this way was Birkenhead, also designed by Rendel, but a series of engineering failures and financial crises in the creation of the rail link meant this scheme faltered. Grimsby's scheme, however, was a huge success.

In order to attract shipping companies, services and merchants from elsewhere Grimsby had to prove its claim to viability and utility. Grimsby's main advantage was its rapid and direct connection to London and the great cities of the north and the Midlands. This was a special benefit to the fishing industry that came to dominate the



Kasbah so that perishable goods could be delivered without delay.

### The Dock Towers

The Dock Tower Grade I at Royal Dock is the largest and architecturally most distinguished, hydraulic tower in the UK. It is one of William Armstrong's earliest applications of hydraulic power, and is believed to be the only hydraulics system of its type. Standing at around 94m tall it is representative of the first stage of hydraulic-power operated on low pressure, with pressure being gained through height, from an elevated water tank. It was superseded in 1892 by the high-pressure hydraulic accumulator tower Grade II\* which stands adjacent.

### Fishing Practices

Due to overfishing fleets needed to travel further afield into deeper water to continue trading. This spurred improvements in vessel efficiency, development of new marine engines and advances in hull construction (Cornwall Archaeology and Historic England, 2016).

Through its forward thinking Grimsby became not only a trawler port but was also used by steam drifters and steam trawlers. Grimsby played a major role in the development of the steam screw trawler allowing fishermen to travel outside the North Sea for longer periods. (Chapman 2007; Robinson 2000b).



### The Ice Factory

For trawlers to remain at sea for longer periods they needed to ensure that their catch would remain fresh until they returned. Prior to the invention of freezers the solution was ice. Whilst historically there were a number of ice factories and storage houses in Grimsby most would have been responsible for creating ice for the transport of fish on land. However The Great Grimsby Ice Company's factory - claimed to be the largest ice factory in the world and is now the only one with its machinery intact - was ideally located to provide ice directly onto the quayside on a scale seen nowhere else at that time. At its peak it produced 1200 tons of ice a day.

### Fish Processing

In order to compete against the countries other ports, Grimsby needed to evolve a streamlined fish-processing industry. This process is still partially in practice and can be seen within the Kasbah's built form forming the basis of its significance. The proximity of the processing buildings to each other and to the quays were pivotal to its success.

The lack of space on the Kasbah drove further efficiencies and meant that only those facilities that had to be close to the quayside were located on the docks, even then, more smokehouses were located away from the port than on them. One anomaly to this fight for space is the Great Grimsby Ice Factory, its gigantic scale positioned stretching across the peninsular emphasises its importance within this process.

### Offshore Wind

Grimsby has become a key destination for companies involved in the operations and management of offshore wind. Tier One companies such as DONG Energy, Centrica, Eon, Siemens and MHI Vestas Offshore are already based here in Grimsby. From here companies monitor and maintain windfarms and are committed to driving down the cost of wind power and develop innovative solutions for energy customers now and in the future.



## IDENTIFIED SITES



**Listed Buildings** - There are 222 national list entries in North East Lincolnshire [as of 29/09/2017]. Eight of these can be found within the proposed Kasbah conservation area.

These buildings are protected by law. Listed Building Consent must be applied for and approved by the Local Authority before carrying out any works to alter or demolish a listed building in a way that may affect its character. Historic England maintain and update this list which is available to view online via: <https://historicengland.org.uk/listing/the-list/>

**[Proposed] Local List** - As part of this process 11 buildings of local interest have been identified within the proposed Kasbah conservation area. To date, there is no adopted local list covering The Port of Grimsby. A revised local list for Grimsby including the Port will be put forward to the Council for consideration later in 2018.

Local lists differ from national designations in that they act simply as points of reference and usually cover assets of regional or local importance. Local listing does not impose any restrictions upon a historic asset, nor does it give additional protection from damage.

The 2012 National Planning Policy Framework (NPPF) encourages a holistic approach to historic assets combining buildings, archaeological sites, designed landscapes and other assets. Those buildings proposed for the local list are identified on page 24.



**Non-designated Heritage Assets** - This is the technical term for a 'building, monument, site, place, area or landscape identified as having a degree of significance' (NPPF, 2012), which is not designated under any other relevant legislation.

The NPPF describes non-designated heritage assets as a material consideration in the planning process. Therefore, the effect of a proposal on the significance of all heritage asset including non-designated heritage assets must be considered when determining a planning application.

### The 8 listed buildings inside the proposed conservation area are:

- Alfred Enderby Ltd., Fish Smoking and Processing Factory.
- Shop and Warehouse, corner of Fish Dock Road and Hutton Road.
- (GH Abernethie Ltd.), Fish Processing and Smoking Factory.
- (Keith Graham Ltd.), Fish Processing and Smoking Factory.
- Tom Taylor and Sons, Shop and Warehouse.
- MTL Medal Fisheries, Fish Processing and Smoking Factory.
- Petersons, Fish Processing and Smoking Factory.
- Quality Fish Company, Fish Smoking Factory.

### Grimsby's Smoke Houses -

Prior to the introduction of freezing, unsold fish was preserved by curing. As the fishing industry grew in 19th and early 20th centuries Grimsby became a centre for the development of this process. It resulted in a variety of different chimney styles and curing practices often unique to the individual premises. Grimsby now has the only surviving cluster of traditional 'smoke houses' in England, many of which are listed, six listed examples can be found within the Kasbah.

For generations smoked fish was referred to as 'cured', but with the advent of mechanical kilns traditional smokers adopted the term 'smoked' to emphasise that their process was entirely dependent on smoke. However, Kiln curers also adopted the term 'smoked' for their process to mask the difference between the two products. This has made it necessary for the original process to be known as 'traditionally smoked'.

The curing process depends upon both location and the specific building type, with chimneys - or 'houses' - seasoned over many decades. Grimsby continues to produce this artisan product and in 2009 Grimsby Traditional Smoked Fish received Protected Geographical Indication (PGI).



## SETTING / KEY VIEWS

New development can intrude into valued landscapes, so it is important to ensure that future proposals do not have a negative impact on these. In some cases, there can be a need to preserve a buildings prominence as a landmark within its setting. To ensure this, all proposals are asked to assess their impact on potential views within or effecting the setting of a heritage asset.

The Kasbah's main and intended approach is from the sea with the pontoons acting as a gateway. Whilst this access point remains as important today, only Fish Dock No. 2 retains its pontoons. Yet the way the Kasbah's buildings respond to their location must still be considered.

The Kasbah is no longer physically connected to Grimsby by rail but its relationship with the railway informs our understanding of its setting. Many of the current roads follow old rail routes, some noticeably so, with rails intact.

The Dock Tower dominates Grimsby's skyline and has widespread influence on both views and the character of the Kasbah. Views of the tower are hidden in some streets but then revealed along others and in wider spaces.

The Great Grimsby Ice Factory and its conveyors loom high above Gorton Street framing the entrance to the Kasbah by road and give a sense of arrival instantly creating an industrial atmosphere. Yet how and why the bulk of the factory and its curtilage conflict with smaller scale character of the Kasbah is worth considering.

The Port of Grimsby wraps around the Kasbah effectively restricting wider views. Yet its context in relation to the wider fishing industry; which at its height was forced inland outside the port boundary; also forms part of its setting.

Setting can extend beyond the immediate location, in the case of the Kasbah it may be of relevance to discuss the wider Humber Port Estate or for specific companies their relationship with the rest of the company portfolio or with prominent individuals involved.



## INFLUENCE

**In the 19th century Grimsby rose quickly to national and significance, bringing it national and international attention. But the birth of the town's new docks also had a more local and regional impact. Its workforce was responsible for pushing workers rights through government and for the 'cod wars' with Iceland.**

Much of Grimsby as we see today was built from the wealth created by the fishing industry. As a result Grimsby was able to attract an entirely new population, the 1851 census showed a doubling of the 1841 population to 8,860, even before work on Royal Dock had been completed (Whitfield M, 2009).

This wealth and population explosion in the latter half of the 19th and early 20th century was responsible for investment in Grimsby town centre with the building of the Corn Exchange 1857 (now demolished) and most noticeably a £7000 investment in a new (the current) Town Hall, completed in 1862.

The effects of this new investment was not only seen in civil buildings but was perhaps felt most keenly in the East Marsh area immediately south of the docks where a new largely working class residential area was laid out in a grid pattern either side of Freeman Street.

Foreign trawling activity off Iceland angered Icelanders and in 1901 the Danish and British Governments signed a convention setting the territorial fishing limits of Iceland and the Faeroe Islands to three nautical miles.

The Icelandic Fish Wars or 'Cod Wars' and the eventual exclusion of British fishing vessels within 200 nautical miles of Iceland had a considerable impact on trade at Grimsby. The Wars were actually three short periods of confrontation (1958, 1972-3 and 1975-6) but became serious enough for the Royal Navy to intervene. It was important for Iceland to defend its fishing industry as at the time it was the most important sector in their economy (Wikipedia, 2017).

Fishing further afield saw risks for trawlermen increase. In order to cope with the financial risks of undertaking trawling far from the home, trawlers became owned and operated as limited liability companies. This spread the risk across the venture including the trawlermen, yet the Merchant Shipping Act of 1894 had led them to be classed as casual workers, and their rights to take industrial action prohibited.

This issue escalated to a head in 1901 when the Grimsby Fishing Vessels Owners' Federated Protective Society tried to pass the full financial risks onto the workforce. This led to fiercely contested strike action which had many ramifications for Britain's trawler industry. Over the next 60 years Grimsby became the leading force in pushing workers rights through Government for fishermen as they struggled to establish a more effective union. Actions that helped to shape modern employment laws and continue to have influence on the political spectrum in Grimsby today.



## CONCLUSION

The Kasbah represents a nationally significant example of an area dominated by the fishing industry for more than 150 years. The wide variety and collection of buildings; some of which are unique to this location; have huge value, and reflect the wide range of services and activities essential to its success. The existing buildings show remarkable capacity for survival, evolving gradually overtime to meet new commercial need whilst continuing its core use and maintaining their general historic fabric.

The area is remarkable for both its success and rapid growth as well as for its innovation and influence. The Kasbah's buildings are an undeniable and irreplaceable resource for understanding the development of the fishing industry in Britain. As such the area should be given statutory protection to preserve and enhance its unique and internationally significant character.

## PRESSURES

The pressures that face conservation areas come from many different sources. Sometimes economic downturns and lack of investment can threaten the survival of historic areas. The most significant threat to the character of the Kasbah at present is the loss of historic fabric. This varies from the removal of features such as original windows and doors through to total demolition.

Much of the Kasbah suffers from the following; unattractive shop fronts, inappropriate signage, badly designed infill and vacancy or poorly maintained property or land. However, it is not only the state of individual buildings that endanger conservation areas it can also be due to the degraded condition of the streets and open spaces between them. This includes street clutter, poorly maintained pavements or intrusive traffic control. Future enhancement of the environment as a whole creating a successful and enjoyable space.

Currently the economy is a driving force of change in the Kasbah. Over time original fabric inevitably deteriorates but this is accelerated through excessive use and weather exposure especially where there is reduced or inappropriate maintenance. This action is hastened where buildings are vacant, or where businesses are struggling economically.

Private ownership and short term tenancies are also factors to consider. In some cases making the redevelopment of many empty properties and gap sites



unviable. However these don't necessarily wholly account for the condition of the Kasbah.

Un-sympathetic or unauthorised works can also degrade the character of a place. This happens when owners/tenants choose to replace features with cheaper alternatives. This can also be seen as a lack of knowledge about the area's 'special interest' or in traditional skills/techniques, leading to a culture of replacement rather than maintenance and repair.

In some cases, businesses fail to apply for planning, advertisement or Listed Building Consent. In other circumstances planning controls may not be in place, both may result in poor decision making harming the character and amenity of the local area, and if left unchallenged can create a negative catalyst.

In the past, demolition resulted in many large areas of open space within the Kasbah. Many of these areas have become unsightly often used for fly tipping. These large expanses often covered in tarmac or hard-core, open up an area which would have once been enclosed, changing the character of the area. In these areas it is desirable to encourage new development.

## POTENTIAL

Often commercial investment is the only way to successfully re-develop historic buildings. Conservation deficit also means that external funders are often key to enabling development and by creating partnerships with key stakeholders at an early stage can strengthen the likelihood of success improve the quality of development.

Many of the most interesting and innovative schemes involve contributions from a wide range of private, public and charitable sector partners. The uplift effects of creating an attractive, well-maintained, unique characterful environment can attract further investment, private buy-in and increased use. The case studies included show examples of this.

Funders such as Heritage Lottery Fund (HLF) and Historic England, were created solely to improve the historic environment for the benefit of all. Funding from these and other funders is often fiercely competitive and decisions based on need and building merit. The Kasbah becoming a conservation area could unlock funding which is currently inaccessible. Funding can be used to support the reuse of existing buildings by tackling condition and provide opportunities to reinstate lost features creating an attractive place.

Whilst funding can be approached one building at a time it is most effective when incorporated into an area based scheme.

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### Kings Lynn

Kings Lynn has many exciting projects, championing the historic environment, including 9 projects to date benefiting from HLF funding totalling over £11.6 million. This includes a Townscape Heritage scheme for £1m, £1.85m to gather Stories of Lynn, and £2.3m for the restoration of the Grade I St. Nicholas' Chapel.

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### Ipswich

A number of Ipswich's museums and historic buildings have been, or are being, transformed bringing them back into the heart of the community. Ipswich Transport Museum received funding to improve its space and collection, a wellbeing centre has been created at St Mary's and Gippeswyk Hall received funding for a new theatre. Major infrastructure projects are also planned to enable Ipswich to take full advantage of opportunities which arise from increased activity.

**£9.6 Billion**

Repair and maintenance of historic buildings directly generated £9.6 billion in construction sector output.

**£11.9 Billion**

Gross Value Added (GVA)

**2%** national GVA

**£16.4 Billion**

Heritage tourism generated £16.4 billion in spending by domestic and international visitors.



**278,000**

278,000 people are employed in heritage.

“

The development of our historic built environment can drive wider regeneration, job creation, business growth and prosperity.

*Culture White Paper (DCMS, 2016b)*

”

The statements above are taken from the Historic England publication *Heritage Counts 2017: Heritage and the Economy*.

## Derby

In 2008 Derby City Council began a Partnership Scheme in Conservation Areas (PSiCA) working with Historic England. At the time vacancy rates on some streets in Derby reached 40%. Over 8 years with £844,192 funding from Historic England matched by the council, attracting a further £924,325 private investment, 42 new jobs were created and 166 jobs safeguarded with a total of 97 properties undergoing repairs and or reinstatement of historic features. Over this same period footfall on high streets nationally fell by -26% yet in Derby they saw a +12% increase and by 2017 achieved 100% occupancy.

The crumbling remains of Derby Roundhouse have been restored into a truly unique learning centre for Derby College. The Roundhouse is a Grade II listed building, built in 1839 and is the oldest surviving railway Roundhouse in the world. It narrowly escaped demolition following its closure in 1990 and lie abandoned and fell into disrepair until a vision was to transform the historic site a true focus for future generations allowing it to be appreciated whilst being brought into the 21st century. A total investment

of £48m was secured for the project which included the addition of a new link building. The Roundhouse is now freely accessible for all and the site has been landscaped, with footpaths and cycle routes linking it to the city centre.



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## RECOMMENDATIONS

- Designate The Kasbah as a conservation area.
- The production of a Conservation Area Appraisal and Management Plan containing robust strategies for the Kasbah's preservation and enhancement.
- The production of a Kasbah Master Plan with a long term vision for the heritage led regeneration of the area.
- Actively search for and support opportunities for, external funding towards the heritage led regeneration of the area.
- The creation of a photographic record of buildings, dated and updated annually to be used to measure and monitor progress.
- Produce guidance and advice for owners, developers and tenants etc. about the maintenance and retention of key historic architectural features such as timber windows, brickwork, roof coverings, architectural detailing, shop fronts etc.
- Through increased controls seek positive improvements through planning process to preserve and enhance the area.
- Use a combined approach to identify empty properties and encourage their sustainable reuse.
- Identify gap sites and encourage appropriate new development here to benefit the character and appearance of the conservation area.
- Establish a Conservation Area Advisory Panel to include the Council, APB, tenants, heritage organisations and other stakeholders.
- Adopt a Local List of Historic Assets covering all of the Port Estate within North East Lincolnshire.
- Seek partnerships between the Council, APB, tenants, heritage and other stakeholders to address condition and promote regeneration.



## GLOSSARY

**Conservation Area** - a tool which allows for the opportunity to recognise, preserve and enhance the specialist characteristics of an area of notable architectural or historical interest. In the Planning (Listed Buildings & Conservation Areas) Act 1990 a conservation area is described as, 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

**Conservation Deficit** - where the cost of repairing a building exceeds its value when repaired.

**Heritage Assets** - (monuments or buildings) of local or national significance sometimes referred to as *historic* assets.

**Listed Buildings** – A building , object or structure that has been judged to be of national importance in terms of architectural or historic interest and included on a special register, called the List of Buildings of Special Architectural or Historic Interest.

**Local List** - A building, object or structure that has been judged to be of local importance in terms of architectural or historic interest and included on a local register, called the List of Buildings of Special Architectural or Historic Interest. Local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment. Local lists can be used to identify significant local heritage assets to support the development of Local Plans.

**Permitted Development** – The right to perform certain types of work without needing to apply for planning permission. These are called "permitted development rights". They derive from a general **planning** permission granted not by the local authority but by Parliament. Commercial properties have different permitted development rights to dwellings.

**National Planning Policy Framework** - The current planning policy published by the UK's Department of Communities and Local Government in March 2012 to supersede the previous Planning Policy Guidance notes and Planning Policy Statements used in England.

**Setting** - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of the asset, may affect the ability to appreciate that significance or may be neutral (DCLG 2012).

**Tier One** - A tier one company is the most important member of a supply chain, supplying components directly to the original equipment manufacturer (OEM) that set up the chain.

**[Heritage] Significance** - The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. (DCLG 2012).

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# PROPOSED CONSERVATION AREA MAP

