

Heritage Impact Assessment



Alterations to Corporation Bridge, Grimsby, North East Lincolnshire

On behalf of
North East Lincolnshire Council

GLA-094
September 2012

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1.0 Introduction

- 1.1 This document provides an assessment of the architectural and historical significance of Corporation Bridge, Grimsby, North East Lincolnshire, together with a heritage impact assessment statement in relation to an application for listed building consent in respect of proposed structural repairs and alterations.
- 1.2 The report has been prepared on behalf of North East Lincolnshire Council by Grover Lewis Associates Limited, specialist heritage planning consultants. The report has been written by Philip Grover BA (Hons), BTP, Dip Arch. Cons., MRTPI, IHBC, and checked by Roy M Lewis BA (Hons), MA (Arch Cons), MRTPI, IHBC.
- 1.3 The application for listed building consent to which this assessment relates comprises the following works:
 - Temporary emergency works to the listed building, involving the removal of potentially dangerous lighting columns
 - Restoration of the original configuration of lighting to the bridge
 - Necessary repairs and strengthening of the bridge structure including the footway decks
- 1.4 As a Grade II listed building it is recognised that, in considering the proposed works to Corporation Bridge, the local planning authority must pay special regard to the desirability of preserving the building or its setting. In this connection it is recognised that, in accordance with Central Government advice set out in the National Planning Policy Framework, a prerequisite of any application for consideration of any application for listed building consent will be an assessment of significance. This report seeks to fulfill that requirement.
- 1.5 This document should be read alongside the proposals drawings, and the Design Access Statement, prepared by Ross Davy Associates and submitted as part of the applications for listed building consent. The report should also be read alongside the Principal Inspection Report for Corporation Bridge (dated March 2012) prepared by Parsons Brinkerhoff Ltd, and the Specification and Method of Works for the columns and lanterns (dated July 2012) prepared by Metcraft Lighting.

2.0 Historical development and heritage significance

Historical evolution of the site

- 2.1 Corporation Bridge is situated within Grimsby's former fish docks area, near the former Victoria Flour Mills. It spans Alexandra Dock, linking Corporation Road and Freeport Wharf. Plate 1 is a general view of Corporation Bridge looking along Alexandra Dock from the south. It replaced a swing bridge that was built in 1872 by structural engineers Head Wrightson to link the newly-developed east and west marsh areas of the town. At the time of construction of the swing bridge, the docks were being operated by the Manchester Sheffield and Lincolnshire Railway (MS&LR) and were in a period of expansion.
- 2.2 In 1925 the London and North Eastern Railway (LNER) took ownership of the docks. By this time increasing volumes of traffic were passing both over the bridge, and on the dock, and it was decided that the old swing bridge should be replaced by a more modern lifting bridge. An earlier incident, in which the machinery of the swing bridge had been stripped of its cogs, meant that for a short period it had to be opened and closed by means of a steam tugboat. Subsequently it was opened by man power.
- 2.3 It was the inadequacies of the old swing bridge, and the hindrance to traffic on both the waterway and the road crossing, that led the Corporation of Grimsby to invest in a modern replacement. The chosen design for the replacement Corporation Bridge, was a *Scherzer rolling lift bridge*, designed in 1925 by Alfred C Gardner, M.I.C.E., M.I.M.E., Docks Engineer to the London and North Eastern Railway. It was erected for the Corporation of Grimsby at a cost of approximately £60,000. The main contractor was Sir William Arrol & Co., Glasgow, a company already famous for building some of the UK's most celebrated bridges such as the Forth Bridge, Tower Bridge and the Middlesbrough Transporter Bridge.
- 2.4 An article in the Grimsby Evening Telegraph dated Wednesday 26 April 1928 heralded the near completion of the replacement bridge as '*one of the marvels of engineering science*'. The article reported that the new electronically operated bridge replaced the '*primitive swing bridge*' that '*groaned and creaked*'. Plate 2 shows the Old swing bridge being dismantled circa 1925. Plate 3 shows the new bridge under construction circa 1928. Note that the lifting leaf was constructed in a vertical position and was only lowered into the closed position on completion. The newspaper article reported that the new bridge was capable of carrying the heaviest traffic

across the waterway and could be raised into its vertical position within one minute in order to allow shipping to pass. It reported that, despite its massive nature, the opening leaf was so finely balanced that it could easily be operated by hand winch, in the event of a failure of electrical power (see Plate 4). The bridge was formally opened by Edward, HRH The Prince Wales, on his visit to Grimsby on 18th July 1928 (see Plate 5). Plate 6 is a photograph of the new Corporation Bridge shortly after opening in 1928.

- 2.5 Corporation Bridge underwent major renovation by Great Grimsby Council in the 1980s. Subsequently the bridge has been subject to ongoing repairs and maintenance. The closure of the commercial yards in the vicinity of the bridge (now Sainsbury's supermarket and the heritage centre) means that the bridge is no longer required to be opened on a frequent basis. However, it remains in working condition and is opened at least once annually.

Description of the bridge

- 2.6 Corporation Bridge, Grimsby is a relatively rare example in the UK of a particular type of bascule bridge, known as a *Scherzer Rolling Lift Bridge*. This type of bridge was first developed by an influential American engineer, William Scherzer. Scherzer's invention was spurred by the development of steel rolling technology in the 1890s, which enabled cheap steel angle sections to be manufactured. This allowed for the construction of light framework cantilever bridges of which the *Scherzer Rolling Lift Bridge* is the best-known type. Scherzer's ingenious design combined the balanced counterweight of a conventional bascule bridge with a unique rolling lift motion that all but eliminated friction. Scherzer filed a patent for the design in May 1893, two months before his premature death at the age of 35. The patent was granted in December 1893, and William's work was continued by his brother, Albert Scherzer, who went on to organise the *Scherzer Rolling Lift Bridge Company*, Chicago.
- 2.7 William Scherzer's innovation of a traditional lifting bascule bridge became widely-used in rivers, canals and waterways in the United States and other countries throughout the industrialised world. The attractiveness of the *Scherzer Rolling Lift Bridge* type to bridge builders was due to a number of factors including; simplicity of construction and consequent cost effectiveness, maximisation of the available channel width for navigable waterways, and in its use of a relatively small amount of power in operation, due to the substitution of rolling friction for sliding friction and relative lightness of construction. Scherzer's invention resulted in the replacement of many movable bridges in docks, such as Liverpool, Birkenhead, and London,

their light framework allowing them to span much greater passages than conventional swing or bascule bridges.

- 2.8 Alfred C Gardner's design for Corporation Bridge, Grimsby was based on Scherzer's principles for a rolling lift bridge. A comprehensive set of Gardner's construction drawings dated 1926-28 survive, showing the general arrangement of the bridge, the construction details of the roadway and footways (both to the fixed and lifting sections) and the details of the lamp columns (see Figures 1, 2 and 3).
- 2.9 The bridge was constructed of steel and cast-iron, with cantilever footways to both sides (see Plate 7). At the lifting end there is an elevated bridge house. The bridge has brick and ashlar stone abutments (see Plate 8), and comprises four spans, supported on short cylindrical piers (see Plate 9); those flanking the lifting bascule over the main channels having timber buffers. It has lattice girder parapets, which are ramped up towards the lifting end (see Plate 10). The lifting span of the bridge incorporates a curved and toothed rolling end, characteristic of Scherzer rolling lift bridges (see Plate 11). The fixed spans of the bridge are supported on a lattice of steel beams with a steel-plated deck over-laid with concrete, and topped with a coat of asphalt. The lifting spans had a similar underlying structure, but for lightness were covered with timber boarded deck, laid diagonally in the case of the roadway, and laterally in the case of the footways.
- 2.10 As originally constructed, the bridge incorporated a (west) gate portal midway along the fixed span, and a similar (east) portal under the bridge house, to enable the road and footways to be automatically gated when the lifting section of the bridge was raised (see Figure 1).
- 2.11 Both the east and west abutments of the bridge have two cast iron plinths, one each side of the carriageway (see Plate 12). These formed the bases to four cast iron lamp columns (now temporarily removed). Additionally, a pair of matching cast iron lamp columns was mounted on top of the main parapet girders, at the end of the fixed span. All six of the original lamp columns were of identical ornate design, complete with ladder bars. The 1980's refurbishment of the bridge led to the removal of these two intermediate lamp columns, replacing them with four new lamp columns of differing design, without ladder bars. The two removed lamp columns were donated by the local authority to the National Fishing Heritage Centre, and erected in 1990 on plinths outside the museum entrance (see Plates 13 & 14). The works to the bridge at this time also involved the addition of five-pronged lamp heads for the columns at the ends of the bridge, and three-pronged heads for those on the parapets. The original four cast iron lamp columns at the east and

west abutments, and the four columns on the bridge parapets, were however removed recently, as a precautionary health and safety measure, following the failure of one of the columns (see description of the temporary works in Section 4 below).

- 2.12 The plinths at either end of the bridge bear plaques on two sides; the north-east plinth bears a commemorative inscription on the internal (road) face, recording details of the construction of the bridge, and its opening by HRH the Prince of Wales on 19th July 1928 (see Plate 15). The other faces of the plinths have plaques bearing the painted reliefs of the Grimsby Corporation Arms (see Plate 16).
- 2.13 The bridge house has a wrap-around window with narrow glazing bars to facilitate visibility up and down the waterway. It has a hipped roof with a ridge louvre (see Plate 17). The roof covering and the side cladding of the bridge house appear to be asbestos sheeting. The girders of the bridge bear their makers names, and include Skinningrove, Frodingham Iron Steel Co., Dalzell Steel GK (see Plate 18). It is understood that the bridge was originally painted with special anti-corrosive paint supplied by the *Graphite Oils Company Ltd*, Victoria Street, Grimsby. Early photographs suggest that the bridge has always been painted in a grey colour. A copy of the statutory list description is provided at Appendix A.

Heritage Significance of Corporation Bridge

- 2.14 Corporation Bridge, Grimsby has both historical and architectural significance. In historical terms it is significant in reflecting Grimsby's past importance as a major fishing port. It marks the period when Grimsby was at its height as a busy commercial port. The need for an efficient bridge in this location is testament to the high levels of both road and water traffic that coincided at this point at the heart of Grimsby's fishing port. The involvement of the Corporation of Grimsby in the commissioning of the revolutionary new lifting bridge highlights the great importance attached by the local authority at that time in investing in the continuing commercial success of the port. As such it is an important symbol of Grimsby's early 20th century civic pride.
- 2.15 In architectural and technological terms the bridge is highly significant, reflected in its status as a Grade II listed building. It is a relatively rare example in the UK of a Scherzer Rolling Lift bridge. The nearest and most significant other example is at Keadby, Lincolnshire. Dating from 1916 and designed by Sir James Ball and CA Rowlandson, Keadby Bridge is one of the earliest and best known English Scherzer type rolling bascule bridges and carries both road and main line railway over the River Trent. Like

Corporation Bridge it is a Grade II listed building. In Hull, the Grade II listed North Bridge (1928-32) and the later Drypool Bridge (1961) are notable examples of this type of bridge.

- 2.16 Despite minor alterations, replacement of original fabric due to successive phases of repair, and loss of some original features the loss, (including in recent years, the lamps that once adorned the structure), Corporation Bridge remains in relatively unaltered condition. It is an impressive engineering structure, constructed by the UK's most influential bridge building company, Sir William Arrol and Co., who were responsible for the construction of some of the UK's most famous bridges. Although Grimsby's role as a major fishing port has substantially diminished, and many of the surrounding buildings associated with this phase of the town's history have gone, Corporation Bridge survives.
- 2.17 For both the historical and technological reasons outlined above, and in view of its relatively unaltered state and generally good condition, Corporation Bridge constitutes an extremely important piece of industrial archaeology.
- 2.18 Corporation Bridge is also significant as a distinctive and familiar landmark in this part of Grimsby, especially when seen against the backdrop of the former Victoria Flour Mills.

3.0 Relevant legislative and policy context

- 3.1 The acceptability of the application for listed building consent for works to Corporation Bridge, Grimsby must be judged in the light of the relevant legal provisions, as well as the national and local planning policy context.
- 3.2 The relevant legislative framework relating to built heritage issues is contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 16 of the Act requires that, in considering whether to grant listed building consent, special regard must be given to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.
- 3.3 The relevant Central Government policy is provided by the relevant section of the National Planning Policy Framework (NPPF March 2012). At local level the relevant policy framework is currently provided by the saved policies in the North East Lincolnshire Local Plan (November 2003).

Relevant national policy framework: NPPF

- 3.4 The National Planning Policy Framework (NPPF) was published on 27 March 2012. It supersedes and cancels all of the Government's previous Planning Policy Statements including Planning Policy Statement 5: *Planning for the Historic Environment* (2010). Section 12 (paragraphs 126-141) of the newly published NPPF sets out Central Government policies relating to the conservation of the historic environment.
- 3.5 The policies in Section 12 of the NPPF refer to the concept of a *heritage asset*, which is defined as *a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).*
- 3.6 As with the its predecessor document, PPS5, the policies in section 12 of the NPPF place an emphasis on *significance*, which is defined as *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.*

- 3.7 A number of the policies set out in the NPPF are of direct relevance to the consideration of the current applications for listed building consent for alterations to Corporation Bridge, Grimsby.
- 3.8 Paragraph 128 of the NPPF requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. Identification of any heritage assets affected is considered relevant to the determination of all planning applications (paragraph 129).
- 3.9 Paragraph 131 of the NPPF states that, in determining planning applications, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 3.10 Paragraph 132 states that in considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Paragraph 132 clarifies that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. It goes on to state that substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, should be wholly exceptional.
- 3.11 Paragraph 133 of the NPPF sets out criteria against which proposals that cause substantial harm to a designated heritage asset can be judged. Paragraph 134 states that in cases where there is less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Relevant local heritage policy framework

- 3.12 North East Lincolnshire Council had previously begun to work on a Core Strategy, which would have been the key Development Plan Document, outlining the overall planning policies for the Borough. However, preparation of the Core Strategy ceased with effect from 11 June 2012, and the Council

resolved to divert its attention towards the preparation of a single New Local Plan. Until such time as the new Local Plan is adopted the relevant local policy framework is provided by the saved policies in the North East Lincolnshire Local Plan (November 2003).

3.13 With regard to protecting and enhancing the historic environment the saved policies are found in the Built Heritage section of the Local Plan.

3.14 Policy BH5 *Alterations to Listed Buildings* is of specific relevance in the case of the current proposal. It states that:

In consideration of a development proposal or an application in respect of works to or in the environs of a listed building, special regard will be paid to the desirability or preserving the listed building, its setting and any features of special architectural interest which it possesses.

This policy reiterates the statutory duties set out in Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Relevant guidance

3.15 The publication of PPS5 in March 2010 was accompanied by the joint Government/English Heritage publication *Historic Environment Planning Practice Guide*. The Practice Guide provides guidance on the process of assessing the implications of change affecting setting, the starting point of which is the understanding of the significance of the heritage asset affected (paragraph 119).

3.16 The Planning Practice Guide provides guidance on the subject of restoration of missing features. Paragraph 160 states that restoration is likely to be acceptable if:

- i) The significance of the elements that would be restored decisively outweigh the significance of those that would be lost.
- ii) The work proposed is justified by compelling evidence of the evolution of the heritage asset, and is executed in accordance with that evidence.
- iii) The form in which the heritage asset currently exists is not the result of a historically-significant event.
- iv) The work proposed respects previous forms of the heritage asset.
- v) No archaeological interest is lost if the restoration work could later be confused with the original fabric.
- vi) The maintenance implications of the proposed restoration are considered to be sustainable.

- 3.17 In October 2011, English Heritage published guidance entitled *The Setting of Heritage Assets*, which restates the definition given in the Practice Guide. The English Heritage guidance states that the extent of setting *embraces all of the surroundings (land, sea, structures, features and skyline) from which the asset can be experienced or that can be experienced from the asset and that setting does not have a fixed boundary ... construction of a distant but high building ... may extend what might previously have been understood to comprise its setting* (paragraph 2.2).
- 3.18 The English Heritage guidance also provides a framework for the assessment of proposed changes to the setting of a heritage asset.

4.0 Heritage impact assessment

Outline of proposals and their impact

- 4.1 As outlined above, the application for listed building consent for works to Corporation Bridge must be assessed in the context of Central Government heritage policy advice set out in the NPPF as well as the relevant local heritage policy and relevant guidance.
- 4.2 As previously outlined, the application for listed building consent to which this Heritage Assessment relates comprises: temporary health and safety works to the listed bridge, restoration of the original configuration of lighting, and necessary repairs and strengthening to the bridge structure, including strengthening of the footway decks. The various aspects of the application and their impacts are discussed below.

Temporary emergency works

- 4.3 In late 2011 one of the newer cast iron lighting columns that was erected as part of the 1980s bridge refurbishment fractured at the base, and was subsequently removed by North East Lincolnshire Council for reasons of public a health and safety. As a safety precaution the remaining seven columns were tested for corrosion. Test results showed that some of the columns were suffering from severe corrosion. Due to the statutory obligation for highway authorities to maintain the public highway in a manner '*Safe for Use*' and '*Fit for Purpose*' (Highways Act, 1980), a decision was made to remove the remaining lamp columns from the bridge on the grounds of health and safety. The columns were duly removed, and all parts labelled and photographed before being taken from site to a secure local authority depot for repair and later reuse.
- 4.4 As a temporary measure, four modern galvanized steel columns were erected to ensure the continued safe passage for vehicular and pedestrian traffic. The modern columns were fixed utilising the existing lighting column bolt hole, with a rubber gasket placed between the column base plate and bridge girder to provide protection to the cast iron. The objective was to carry out the minimum work required to make the bridge safe for use by vehicles and pedestrians. The exposed recesses in the cast iron plinths at either end of the bridge have been temporarily capped with a metal plate for protection.
- 4.5 The health and safety works described above were intended as a temporary expedient, pending longer term restoration and reinstatement of original

features. The works undertaken were the minimum necessary to make the bridge safe.

- 4.6 Clearly the removal of the traditional cast iron lamp columns from the bridge has temporarily diminished its character as a statutory listed building. However, this work was a necessary a temporary expedient, done for legitimate health and safety reasons. Whilst the removal of the lamps columns has caused harm to the bridge in the short term, it has provided the opportunity to secure longer term improvement through the restoration of the original lighting configuration.

Restoration of the original configuration of lighting to the bridge

- 4.7 Background research work undertaken in connection with the preparation of the repair and restoration proposals for the bridge, has involved examination of the archive drawings and old photographs of the bridge. This has revealed that, as originally conceived and constructed, the bridge had only six cast iron lamp columns; two on the bridge parapets at the end of the fixed section closest to the lifting leaf, and four on the cast iron plinths at either end of the bridge. These six cast iron lamp columns were of near identical design, incorporated ladder bars, and were originally surmounted by single hexagonal lamps.
- 4.8 Photographs of the bridge during the 1970s show that by this time the original hexagonal lamps had been replaced by modern utilitarian lamps. The major restoration programme of the mid 1980s resulted in the removal of the pair of lamp columns on the bridge parapet, and their replacement with four new columns of differing design. The new lamp columns on the bridge parapets were fitted with lamp heads of three lamps, whilst the existing columns at the ends of the bridge were fitted with lamp heads of five lamps.
- 4.9 It is proposed to restore the original 1928 configuration of lighting to the bridge through the replication of missing lighting columns and lamp fittings. The four surviving original cast iron columns are to be refurbished, and two new cast iron columns are to be provided. This is to be informed by background archival research into the original arrangement, using original engineering drawings and historical photographs. Patterns for the new columns are to be made from the original fabrication drawings, prepared by the bridge engineer, Alfred C Gardner, in order to faithfully replicate the original design. The salvaged columns from the plinths at the ends of the bridge that are currently set aside in the Council's store provide a useful basis for this exercise, as do the original columns from the bridge parapets that have been re-used outside the frontage of the National Fishing Museum.

- 4.10 New single hexagonal lamp fittings, replicating Gardner's original design, are proposed to be fitted to the refurbished or replicated lamp columns (see the Specification and Method of Works for the columns and lanterns (dated July 2012) prepared by Metcraft Lighting). The lamps are to be in black painted stainless steel with polycarbonate glazing. Although clearly not the original glazing material, this will be undetectable by most observers, and is a practical, vandal-resistant material.

Necessary structural repairs to the bridge

- 4.11 As well as restoring the original lighting configuration, it is intended to carry out necessary structural repairs and strengthening of the deck to the footways. The proposed structural repairs are informed by the findings of a detailed inspection of the structure carried out by Parsons Bickerhoff Ltd in January 2011 (see the Principal Inspection Report for Corporation Bridge (dated March 2012)). The repair proposals are informed by an understanding of the original construction of the bridge, as well as having regard to current health and safety requirements. A capital bid has been made to obtain the necessary funding to carry out the necessary repairs.
- 4.12 As set out on the proposals drawings, the existing steel substructure to the footways is to be retained, together with the existing timber structural joists. These elements will be repaired as necessary in accordance with the generic repair details set out on the architect's drawings, and as specified by the Council's Bridge Engineer. Similarly, the existing timber plank decking to the footways is to be retained, but will be repaired/replaced as necessary in accordance with the specified detailing. It is proposed to reinstate the footway decking with laminated timber as existing.
- 4.13 It is proposed to undertake a series of repairs/replacements to defective structural steel components. These repairs are necessary for the continued safety and stability of the structure. They will be discrete in nature, involving welding of new sections of steel where needed. Therefore, they will not detract from the character, integrity or significance of the bridge as a designated heritage asset. These generic repairs are set out on *Typical Repair Detail Sheets 1 & 2*.
- 4.14 Finally, it is proposed to undertake a series of repairs to the fenders that line the approach to the navigable channel under the lifting span of the bridge. These repairs involve localised 'spot repairs' as required. The cast iron convex fender straps at the ends of the timber fenders are to be renewed (see the *Proposed Fender Plan and Elevations* drawing).

- 4.15 In summary, the removal of the lamp columns was necessary as a temporary health and safety measure to protect the public. The reinstatement of the lamps columns proved the opportunity to restore the original character and integrity of the bridge design. The repairs and reinstatements proposed in are desirable or necessary for the long-term survival of the grade II listed Corporation Bridge. None would detract from its significance as a designated heritage asset. In particular, the restoration proposals are in conformity with the six principles set out in paragraph 160 of the Historic Environment Planning Practice Guide.

5.0 Conclusions

- 5.1 This report has assessed the historical and architectural significance of Corporation Bridge, Grimsby, and assessed the impact that the works that are the subject of the application for listed building consent would have on that significance. Corporation Bridge is a Grade II listed building which is an important example of an early 20th century engineering structure. It has both historic and architectural significance.
- 5.2 The application for listed building consent seeks to regularise temporary health and safety works that have been undertaken to the listed structure, namely the temporary removal of cast iron lighting columns. These works clearly cause harm to the character of the listed building, but must be viewed as a temporary expedient.
- 5.3 The proposed works set out in this application seek to restore the original configuration of lighting on the bridge, and to structurally repair and strengthen the bridge. The design for all of these proposed works have been informed by historical research into its original design, construction and configuration of the bridge, and an understanding of the architectural and historical significance of the structure.
- 5.4 In conclusion, the proposals that comprise the current application for listed building consent have been carefully conceived having regard to the policies set out in the NPPF and the associated guidance contained in the Historic Environment Planning Practice Guide. They will not cause harm to the significance of Corporation Bridge or its setting, and will maintain the significance of the structure, as a designated heritage asset, whilst ensuring that the bridge continues to perform its function safely. The proposals will enhance the structure, and ensure that it continues to fulfill its function as a bridge.

Appendix A: Statutory list extract

GRIMSBY

TA2709NW CORPORATION ROAD
699-1/17/28 Corporation Bridge

II

Electrically-powered Sherzer rolling lift road bridge. 1925 by Alfred C Gardner, Docks Engineer to London and North Eastern Railway; Sir William Arrol & Co. of Glasgow, contractors, for Grimsby Corporation. Restored c1980.

Cast-iron and steel bridge with timber-clad control box, brick and ashlar abutments. 4 spans resting on short cylindrical piers, those flanking the lifting bascule over the main channel having timber buffers. Bridge has lattice girder parapets which are ramped-up to the lifting section. Ornate cast-iron piers above the abutments, each with plinth, moulded cornice and lamp standards each carrying 5 lights. The plinths bear plaques on 2 sides, the north-east plinth with a commemorative inscription recording details of construction and the opening of the bridge by HRH the Prince of Wales on 19 July 1925; the other plinths have plaques bearing polychrome painted reliefs of the Grimsby Corporation Arms. Makers names on girders include: Skinningrove, Frodingham Iron and Steel Co., Dalzell Steel GK. Control box has wrap-around window with glazing bars, hipped roof with ridge louvre.

Bridge spans dock near Victoria Mills, Victoria Street (qv) and replaced a swing bridge.

(Grimsby Planning Department: Victoria Mill Conservation Area: Grimsby Borough Council: 1990-: MAP; Ambler RW: Great Grimsby Fishing Heritage: a brief for a trail: Grimsby Borough Council: 1990-: 5-7; Grimsby Borough Council: Top Town Trail: Grimsby: 1989-: NO.38).

Listing NGR: TA2705709947

Source: English Heritage

Figures

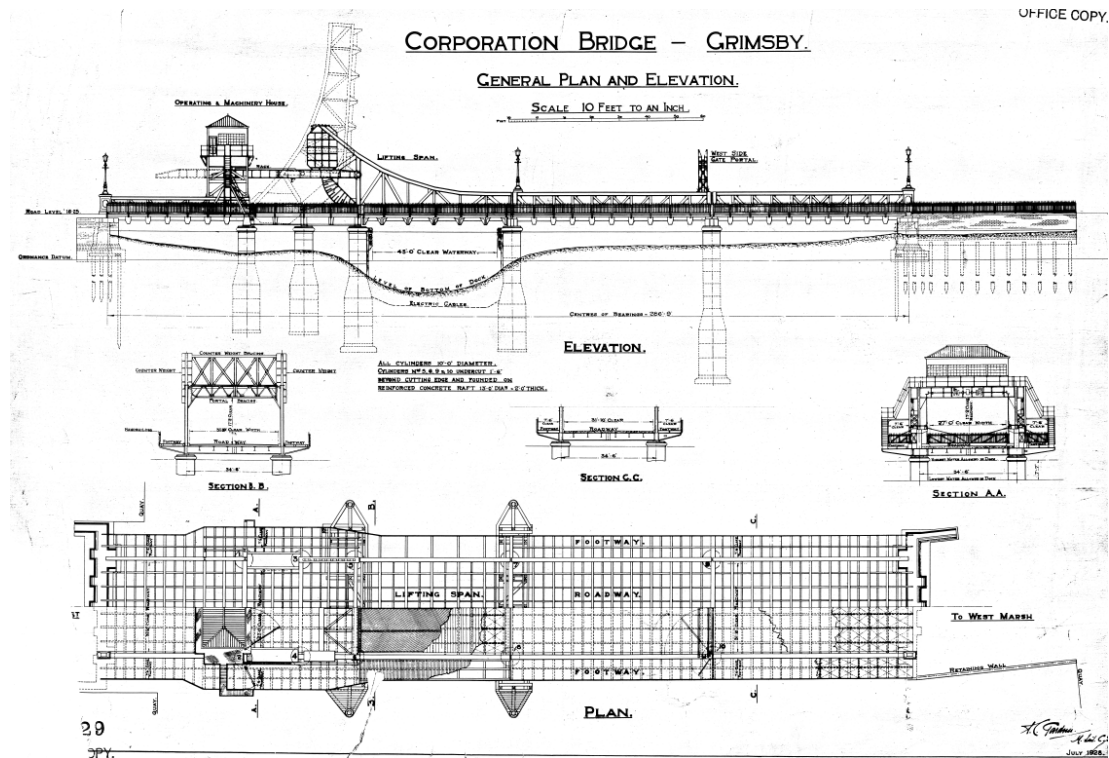


Figure 1: General plan and elevation drawing of Corporation Bridge signed by A H Gardner and dated July 1928

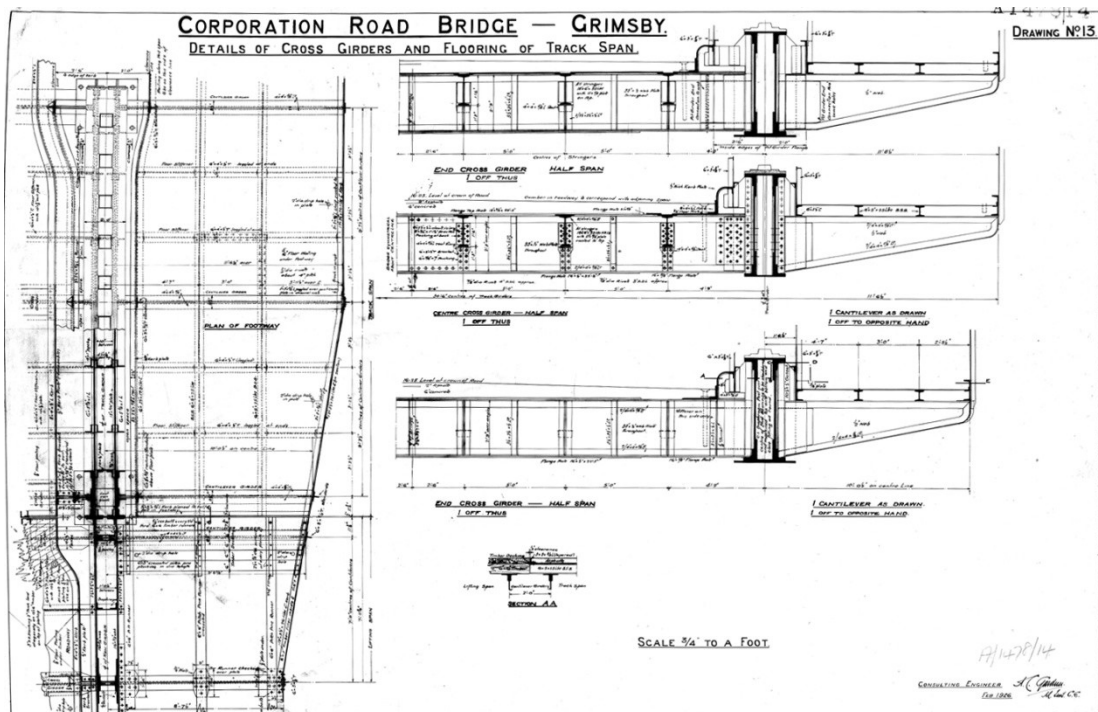


Figure 2: Detail drawing showing construction of the roadway and footway of the lifting section of the bridge signed by A H Gardner and dated February 1926

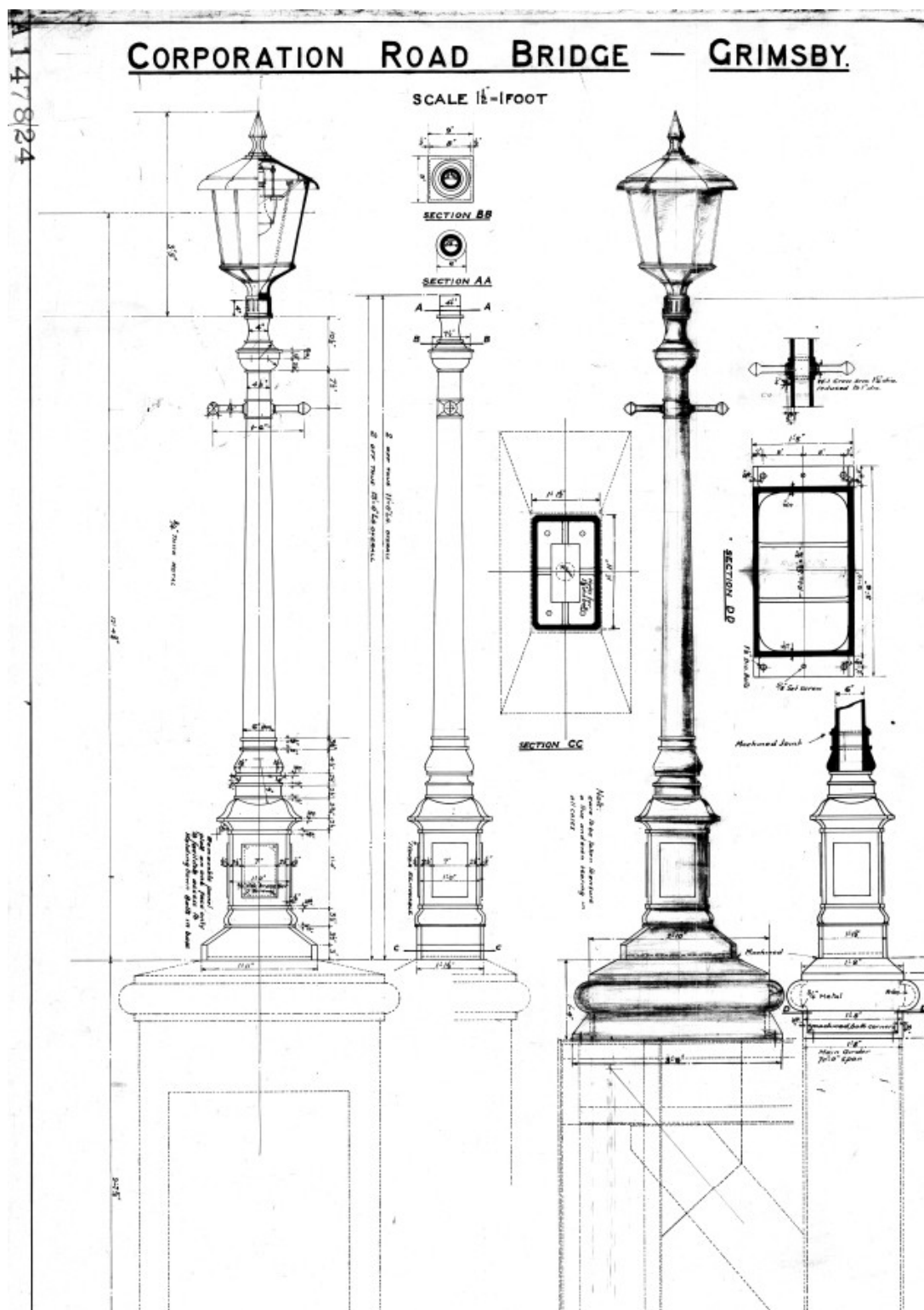


Figure 3: Detail drawing showing construction of the design and dimension of the lamp columns and lamps

Plates



Plate 1: General view of Corporation Bridge looking along Alexandra Dock from the south. Note the former Victoria Flour Mills beyond.



Plate 2: The Old Corporation Swing Bridge photographed in the course of demolition circa 1925



Plate 3: Photograph of the new Corporation Bridge under construction in 1925



Plate 4: Photograph of the bridge being raised by means of hand winch

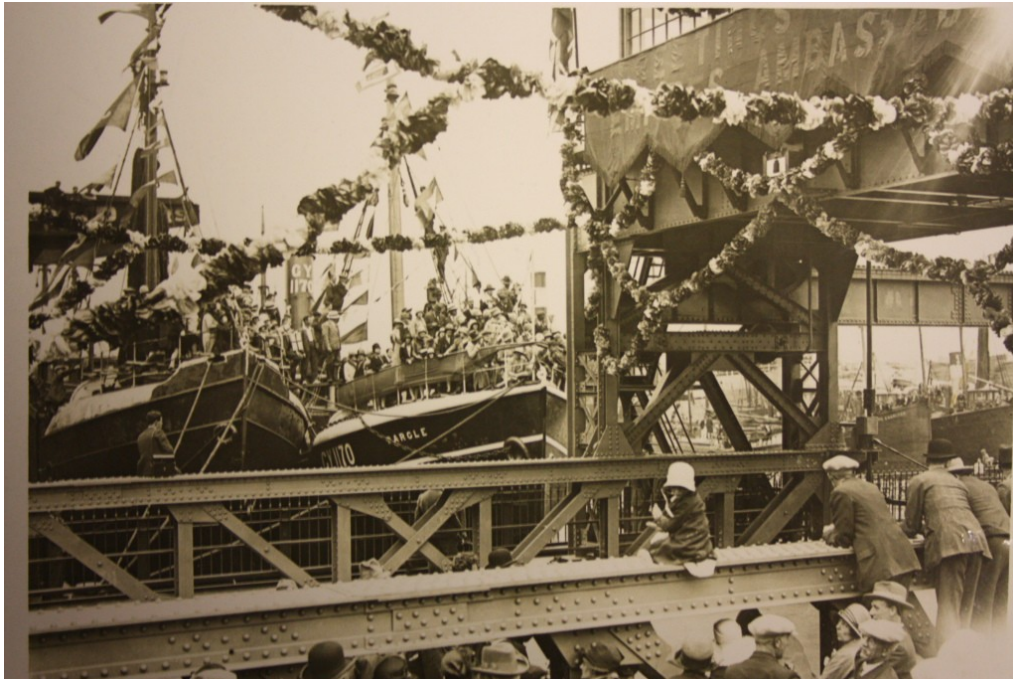


Plate 5: Opening of Corporation Bridge on 18th July 1928

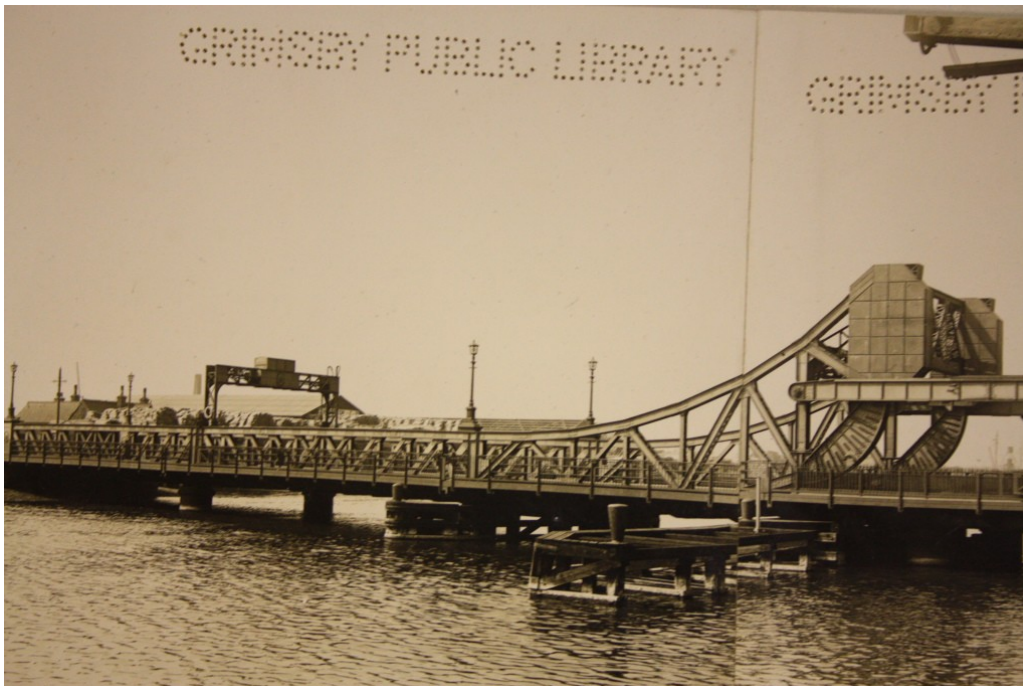


Plate 6: view of the new Corporation Bridge shortly after opening in 1928



Plate 7: View of bridge showing steel and cast iron structure, bridge house and cantilever footways



Plate 8: View of blue brick and ashlar stone abutment



Plate 9: View of cylindrical piers supporting the bridge



Plate 10: Close up view of lattice girder parapet, ramping up towards the lifting end



Plate 11: View of the curved and toothed rolling end of the lifting span characteristic of Scherzer rolling lift bridges



Plate 12: View of the two cast iron plinths at the west abutment of the bridge. Identical plinths are sited at the east abutment



Plate 13: One of the two original cast iron lamp columns that were re-erected at the National Fishing Heritage Centre in 1991 (note: the five-pronged lamp arrangement dates from the 1980s)



Plate 14: Detail of the base of one of the original cast iron lamp columns, re-erected at the National Fishing Heritage Centre in 1991



Plate 15: Commemorative plaque on the internal (road) face of the north-east plinth recording details of the construction of the bridge and its opening by HRH the Prince of Wales on 19th July 1928



Plate 16: Example of the painted relief plaque of the Grimsby Corporation Arms that adorn the faces of the plinths



Plate 17: View of the bridge house showing wrap around windows with glazing bars, and hipped roof and asbestos sheet cladding.



Plate 18: Example of steel member showing maker's name - in this instance Dalzel Steel