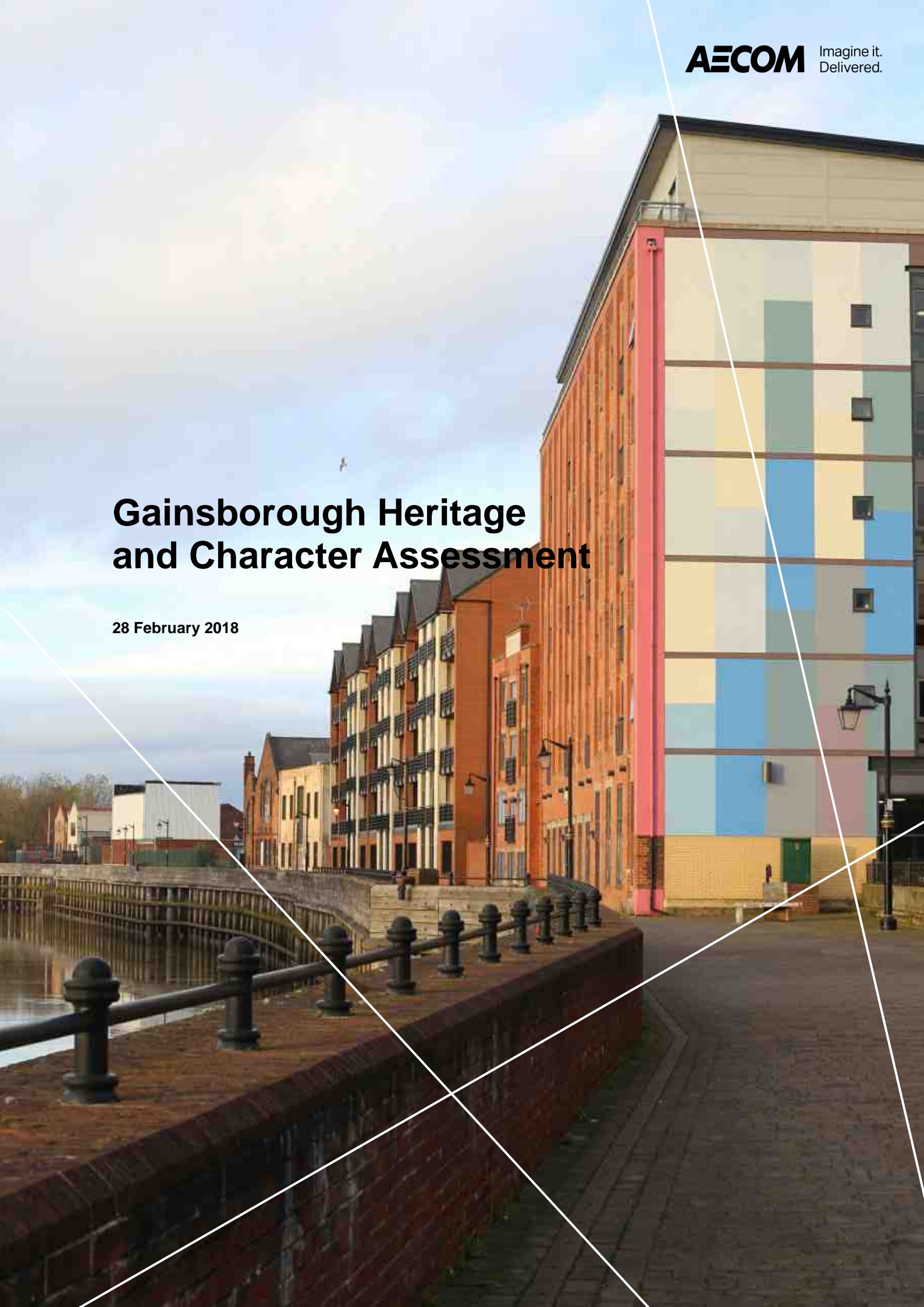


Gainsborough Heritage and Character Assessment

28 February 2018



Quality information

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1. Introduction

This report presents a summary of the history and character of Gainsborough within Lincolnshire. It has been prepared by consultants at AECOM on behalf of Locality, working closely with the Gainsborough Town Council and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape character assessment is a process used to describe and articulate what is special and distinctive about a particular place by identifying recognisable patterns of elements or characteristics including heritage assets that make one landscape different from another. Landscape is defined by the European Landscape Convention as “..... *an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors.*” This definition is broad and encompasses natural, rural, urban and peri-urban areas.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans should develop robust and comprehensive policies based on an understanding and evaluation of its defining characteristics (DCLG, 2012). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

2. Approach

The approach of this study follows well-established landscape character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the “*Approach to Landscape Character Assessment*” (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Using Historic Landscape Characterisation (Historic England 2004);
- Character and identity Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010).

Historic England, previously English Heritage has issued a number of guidance and best practice notes covering a range of issues in relation to the conservation and management of historic places and heritage assets all of which are available on the Historic England website (<https://historicengland.org.uk/advice/planning/>).

This study builds upon previous work carried out by the Gainsborough Town Council including:

- Gainsborough 2020 Town Plan

3. Public Consultation

The Rediscovering a Gainsborough for Everyone (RAGE) Neighbourhood Plan Steering Group undertook public consultation to inform the development of the neighbourhood plan. They engaged with people of various ages and backgrounds at a number of events at locations throughout Gainsborough. These events included community fun days, drop-in sessions, on street surveys, group meetings and school consultations. Questionnaires both on paper and online were completed by consultees to gain meaningful evidence and data.

Members of the local community and local interest groups were invited to share their knowledge and experience of the history and character of the area between the 10th June and 14th November 2017. The observations made have been used to inform the study.

A number of key considerations emerged from the consultation, which are summarised below:

- There is desire and support for developing the Riverside into an attractive mixed-use destination;
- There is desire to see the market place and traditional town centre developed to create a vibrant shopping and leisure area along with the development of the Old Town Hall building to restore it to its original design;
- There is a local desire to protect Gainsborough's sensitive heritage, including the historic town centre and riverside, but not at the expense of development. New design principles are welcomed providing they integrate and complement existing historical buildings;
- There is call for more affordable housing and bungalows/single level living but there are concerns about the quality of the existing housing stock in the South West Ward and the social deprivation and anti-social problems within the area; and
- Green space is valued and appreciated and there is a strong desire to see it protected and, where possible, facilities within green spaces improved.

4. Context

This section of the report describes the location and context of the Gainsborough area and summarises current planning policies which are relevant to the study.

4.1 Location

The town of Gainsborough is located within open countryside, as shown in Figure 1. It is in the district of West Lindsey, part of Central Lincolnshire, the combined area of the City Of Lincoln, North Kesteven, and West Lindsey within the county of Lincolnshire

Gainsborough lies on the eastern (Lincolnshire) bank of the River Trent and is approximately 99ha in area. It has a population of 20,842 according to the 2011 census. The nearest city is Lincoln, 29km (18 miles) to the south-east. Sheffield lies approximately 63km (39 miles) to the west. Historically, Gainsborough was an important inland port, lying over 88km (55 miles) from the North Sea and trading with Kingston-Upon-Hull downstream.

Several A roads provide primary links between Gainsborough and the wider region through open farmland (See Figure 2). To the north the A159 leads to Scunthorpe; to the east the A631 leads to Hemswell where it adjoins the A15; to the south the A156 leads to Lea before joining the A57 to Lincoln; to the west the A631 continues to adjoin the A1 (M). These primary routes form a major node at the Trinity Street/A631/A156/Bridge Street junction within the southern half of the town centre.

The Bridge Street/Bridge Road/A156/The Flood Road junction forms a minor node with others located at the junction of North Street/ Spital Terrace/ North Street/ Roseway within the town centre, the Carr Lane Junction further south and the A156/ Foxby Hill junction on the southern boundary of the town.

A secondary route extends from the gateway village of Morton south along Ropery Road, Caskgate Street and Bridge Street to the Bridge Street/Bridge Road/A156/The Flood Road junction. Another secondary route extends from Morton along Front Street, The Little Belt, The Belt Road and Corringham Road along the northern boundary of the town. A third secondary route extends eastwards from the North Street/ Spital Terrace/ North Street/ Roseway node along Corringham Road and the B1433, to the junction with The Belt Road. A final secondary route extends from the minor node at the A156/ Foxby Hill junction westwards along Foxby Hill, Foxby Lane and Heapham Road.

The Sheffield–Lincoln railway line runs from Sheffield east to Lincoln via Worksop, Retford and Gainsborough. The route follows the main line of the former Manchester, Sheffield and Lincolnshire Railway through Gainsborough Lea Road to Trent Junction, where it follows the former Great Northern and Great Eastern Joint Line to Lincoln Central. Gainsborough Central railway station lies within the town centre near Marshalls Yard Shopping Centre.



Legend

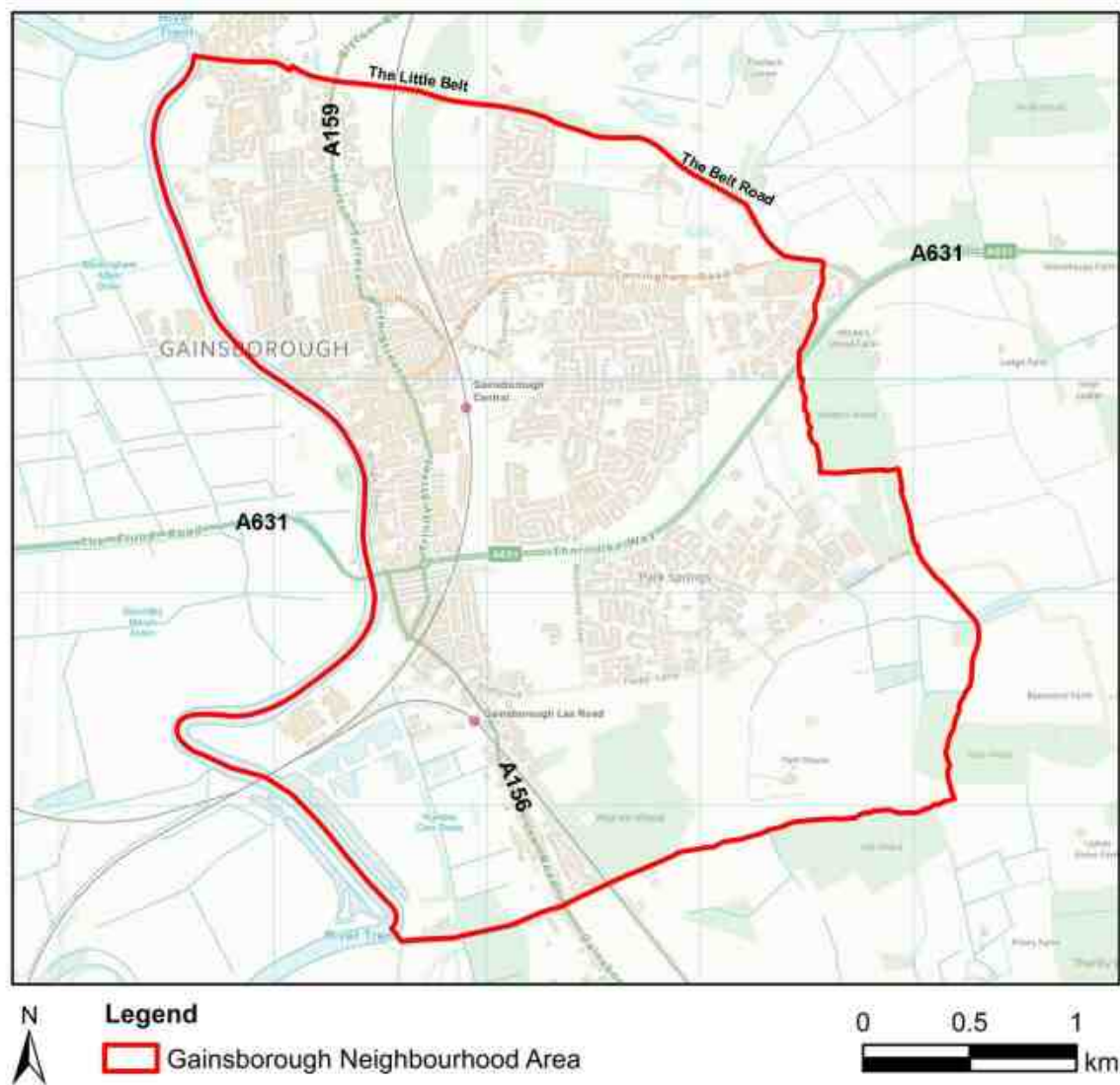
 Gainsborough Neighbourhood Area

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 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar
Geographics, CNES/Airbus DS, USDA, USGS,
AeroGRID, IGN, and the GIS User Community

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Figure 1 Location and Context



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Figure 2 Street Plan

4.2 Natural Factors

4.2.1 Geology and soils

The underlying geology of an area is often largely hidden from view but has a strong influence on its character, having been shaped over by natural processes including erosion and sedimentation over millions of years. These processes help to define the landform, soils, vegetation, drainage and building materials which are common in an area.

At Gainsborough, the River Trent flows northwards within a broad alluvial valley. The bedrock here comprises undifferentiated Triassic mudstone, siltstone and sandstone. Outcrops of gypsum within the rock strata have resulted in higher terrain east of the Trent. Soil within the parish is varied, comprising four soil types. Along the River Trent, loamy and clayey floodplain soils with naturally high groundwater predominate. To the east of this naturally wet, very acid sandy and loamy soils form a narrow strip broadening out near the southern border of the parish. The central area of the parish is predominantly slightly acid, loamy and clayey soils with impeded drainage. The western part of the parish is slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils.

4.2.2 Topography and hydrology

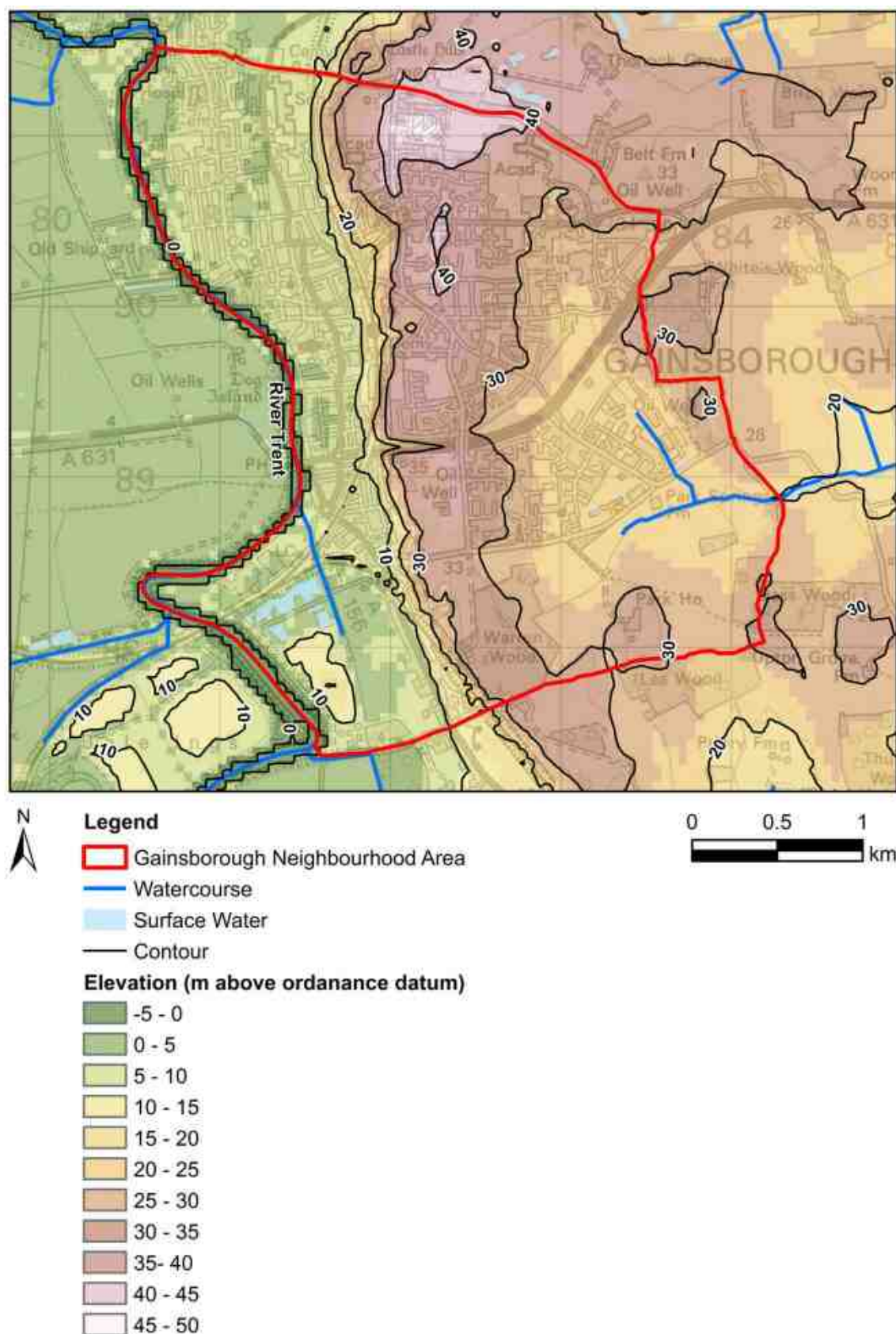
The River Trent (See Figure 3), which is the third-longest river in the United Kingdom, is the main hydrological feature within the area and forms Gainsborough's western boundary. Dramatic flooding after storms and spring snowmelt has historically caused the river to change course. It flows through most of the metropolitan central and northern Midlands south and east of its source north of Stoke-on-Trent, on the southern edge of Biddulph Moor.

The Trent basin covers a large part of the Midlands, the majority of the counties of Staffordshire, Derbyshire, Leicestershire, Nottinghamshire and the West Midlands and includes parts of Lincolnshire, South Yorkshire, Warwickshire and Rutland. Gainsborough is located within the catchment of the River Trent and occupies floodplain on the Lincolnshire side of the river, which extends eastwards to a distinct scarp slope running north-south beyond the river's floodplain, from where a shallow dip slope falls gently eastwards. This enabled its function as an inland port. The river also serves to sever the town from the district of Bassetlaw to the west of the river and the limited connectivity west has informed the development of the town and its character.

The Water Framework Directive considers the river to be of Good Ecological Status.

The scarp slope is a characteristic topographical feature of Gainsborough, dividing the part of it within the flood plain from that on higher ground. Reflecting the town's development, older parts are located within 'Downhill Gainsborough', the area lying less than 10m AOD and comprising the River Trent's floodplain, while newer development east of the scarp slope on land generally above 50m AOD comprises 'Uphill Gainsborough'.

While topography generally means that Gainsborough has a weak presence in views from outside the area, views towards Gainsborough from the west encompass most of the town and the landmarks present within. These are generally seen against the scarp slope behind making them less distinct, while those on the ridge itself and seen against the skyline have a greater presence.



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Figure 3 Topography and Hydrology

4.3 Planning Policy Context

4.3.1 National planning policy

National Planning Policy Framework (NPPF), 2012

The NPPF requires local authorities to set out in their Local Plan a positive vision for the enhancement and enjoyment of heritage assets (DCLG, 2012). Part 12 Conserving and enhancing the historic environment clearly states that local authorities should recognise *“the desirability of new development making a positive contribution to local character and distinctiveness”* and should seek *“opportunities to draw on the contribution made by the historic environment to the character of a place”*.

Paragraph 58 states that neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area, which are based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

Paragraph 60 is clear that promoting and reinforcing local distinctiveness is important, but that neighbourhood plans should not attempt to *“impose architectural styles or particular tastes”* or *“stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles”*. Paragraph 61 goes further, stating that *“although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations”*. It stresses that planning policies should *“address the connections between people and places and the integration of new development into the natural, built and historic environment.”*

The NPPF also includes guidance on developing policies to provide special protection for green areas through Local Green Space designations. Criteria for such designations are provided in paragraph 77.

Planning Practice Guidance, 2014

Planning Practice Guidance was reviewed, catalogued and published on the internet by the government in 2014 (DCLG, 2014). The section on design includes guidance on promoting landscape character (Paragraph: 007Reference ID: 26-007-20140306). It states that *“development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development”* and that the *“successful integration of new development with their surrounding context is an important design objective”*.

4.3.2 Local planning policy

The Central Lincolnshire Local Plan (Adopted April 2017)

The Central Lincolnshire Local Plan (Adopted April 2017) covers the combined area of the City Of Lincoln, North Kesteven, and West Lindsey. It contains policies relevant to this report and replaces ‘saved’ policies in the West Lindsey Local Plan (adopted 2006). Policies relevant to this Heritage and Character Assessment are described below:

Policy LP2: The Spatial Strategy and Settlement Hierarchy

Aims to deliver sustainable growth for Central Lincolnshire that meets the needs for homes and jobs, regenerates places and communities, and supports necessary improvements to facilities, services and infrastructure. The Central Lincolnshire Settlement hierarchy categorises Gainsborough as a Main Town. As such it is a secondary focus for development after the principal focus of the Lincoln Urban Area. The Gainsborough urban area is not defined by a boundary on the Policies Map. An indicative representation of the built up urban area of Gainsborough is provided by a Key Diagram on page 94 of the Local Plan.

Policy LP3: Level and Distribution of Growth

Aims to facilitate delivery of 36,960 new dwellings with around 12% (4,435) of the total homes and employment land needed, delivered through a combined strategy of urban regeneration and Sustainable Urban Extensions (SUE) within Gainsborough. The Policies Map identifies two sites allocated as SUEs within Gainsborough, detailed below:

Reference	Address	Site Area (ha)	Indicative Dwelling in Plan Period 2012-2036	Indicative Total Dwellings
CL1241	Gainsborough Northern Neighbourhood SUE	128.87	750	2,500
CL1241	Gainsborough Southern Neighbourhood SUE	137.5	1,400	2,500

It should be noted that the Gainsborough Southern Neighbourhood SUE is located entirely within the Gainsborough Neighbourhood Boundary used in this assessment while a large part of the Gainsborough Northern Neighbourhood SUE lies beyond this boundary.

Policy LP17: Landscape, Townscape and Views Character and setting.

Emphasises that: *'Particular consideration should be given to views of significant buildings and views within landscapes which are more sensitive to change due to their open, exposed nature and extensive intervisibility from various viewpoints.'*

Furthermore, this places particular importance on potential impacts upon Areas of Great Landscape Value as identified on the Policies map.

Policy LP20: Green Infrastructure Network

Aims to: *'maintain and improve the green infrastructure network in Central Lincolnshire by enhancing, creating and managing multifunctional green space within and around settlements that are well connected to each other and the wider countryside.'*

Policy LP25: The Historic Environment

States that: *'Development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.'*

Policy LP26: Design and Amenity

State that: *'All development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.'*

Policy LP27: Main Town Centre Uses - Frontages and Advertisements

States that: *'In respect of uses defined as a main town centre use, proposals for frontages or alterations to existing frontages will be permitted provided the proposal:*

- Is of a high quality design and is sympathetic in scale, proportion and appearance to the building of which it forms part, and to the character of the surrounding street scene; and*
- Protects, and where possible enhances, traditional or original frontage or features that are of architectural or historic interest, particularly if the building is listed or within a conservation area; and*
- Is designed to allow equal access for all users.'*

Policy LP38: Protecting Gainsborough's Setting and Character

This policy is important because it sets out specifically how the character of Gainsborough will positively inform future development. It states that: *'Proposals for development should seek to make a positive contribution to the built and natural environment and quality of life in Gainsborough. All development proposals should contribute to the realisation of the following key principles, as applicable, taking into account the Gainsborough Masterplan:*

- Protect, conserve and, where appropriate, enhance the benefits of heritage assets, key landmarks and their settings to local distinctiveness and sense of place, through sensitive development and environmental improvement;*
- Protect important local views from both within and outside the town;*
- Deliver improvements to the public realm that will enhance Gainsborough's attractiveness as a destination;*
- Support the development of art, cultural, social and leisure assets and facilities within or close to the town centre, and improve access to such assets and facilities;*

- *Protect and enhance the landscape character and setting of Gainsborough and the surrounding villages by ensuring key gateways are landscaped to enhance the setting of the town, minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages.'*

Policy LP39: Gainsborough Sustainable Urban Extensions

This policy is linked to Policy LP28 on SUE. It requires that development within the proposed Gainsborough Southern Neighbourhood SUE meets the following specific requirements:

- *'Approximately 4ha of land for employment (B1/B2 Use Classes) to accommodate uses such as small offices, start up business premises and other small scale industry compatible with a residential area and the location;*
- *Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland;*
- *A new Local Centre of an appropriate scale and nature, providing for retail (Class A) uses, community uses and services, including for health and community policing; and*
- *Additional retail provision is of a very limited scale and at a maximum of two further locations within the SUE.'*

Gainsborough Northern Neighbourhood SUE

This policy requires that development within the proposed Gainsborough Northern Neighbourhood SUE will meet the following specific requirements:

- *'Approximately 7ha of land for employment (B1/B2/B8 Use Classes);*
- *Open Space and 'green corridors' to integrate the development with the surrounding countryside and woodland; and*
- *A new Local Centre of an appropriate scale, providing for retail, services and community uses of a local nature.'*

Policy LP40: Gainsborough Riverside

States that: *'All relevant development proposals on sites adjacent to the River Trent must assist in the delivery of the long term aim of creating an uninterrupted and attractive pedestrian and cycle corridor connecting Gainsborough's riverside area with the settlements of Lea to the south and Morton to the north. Proposals should also seek to improve connectivity between the riverside and other parts of the town, including the new urban extensions.'*

Policy LP41: Regeneration of Gainsborough

States that: *'Development proposals should assist, where possible, in meeting wider regeneration and investment objectives for Gainsborough, including the most up to date Gainsborough Masterplan. In particular, development proposals will be supported which:*

- *Enhance linkages to / from Marshall's Yard, Market Place, Market Street, the Riverside and any other key heritage assets;*
- *Strengthen the existing retail area of the town centre, through increased and/or improved retail offer, together with some complementary uses as appropriate;*
- *Deliver mixed use regeneration of the Riverside Area, including high quality public realm provision; and / or*
- *Deliver improved public transport facilities and connections.'*

Policy LP42: Gainsborough Town Centre and Primary Shopping Area

States that: *'Proposals for main town centre uses will be supported within Gainsborough Town Centre, as identified on the Policies Map, provided that the proposed development is compatible with the use of adjacent buildings and land.*

In the identified Primary Shopping Area, proposals for non-retail use on ground floors will only be supported if they:

- *Are a recognised main town centre use; and*

- *Would not result in the over concentration of non-retail uses that would undermine the primary shopping area's overall retail function and character; and*
- *Would have no demonstrable impact on the vitality and viability of the centre as a whole.'*

4.4 Historical Development

The place name of Gainsborough is derived from 'Gegn's fortified place', recorded as *Gegnes burh* in 1013 and *Gainesburg* in 1086, and is a reflection of the early medieval origins of the fortified town. Gainsborough remained a small manorial centre until emerging as a market town during the 13th century, becoming a thriving centre of the local wool trade by the 14th century.

During the later medieval period and early post-medieval period, the growth of the town was slow until it becomes a significant port town during the 17th century. By the 18th century industries had developed associated with the port, with Gainsborough's economy increasingly focused on industry as well as commerce.

From the late 18th century industry came to dominate Gainsborough and with it the town's working class population boomed, almost doubling from the start to the middle of the 19th century.

As Gainsborough's population increased, the town's wealthier inhabitants chose to live beyond the overcrowded urban area. During the 18th century and early 19th centuries, town houses were developed on the peripheries of the town, and a number of larger houses dating to this period can be found on the principal roads out of Gainsborough where some of the middle classes chose to live even further beyond the urban centre.

From the mid-19th century until the 1970s Marshall Son's and Co., manufacturers of engines and machinery, came to be amongst the key industrial manufacturers in the town and a significant employer, with extensive works developed to the east of the town centre.

While national trends reveal a general decline in industry from the mid-20th century on, Gainsborough continues to support a very strong manufacturing base. The town is home to a number of internationally and nationally significant manufacturing businesses including Ping Golf, Eminox, Hooton Engineering, Racetorations, and Coveris. Many of these businesses have seen large expansion in recent years and areas adjacent to the River Trent and in the east of the Neighbourhood Area, within new industrial estates, continue to be a focus.

Timeline

Early Medieval

1013 Sweyn Forkbeard becomes the first Danish King of England. He is based at Gainsborough where he dies in a horse riding accident just weeks later.

Medieval

1086 Gainsborough is recorded in the Domesday Survey, with a population of 75-80 mostly of Danish descent and tenants to Geoffrey de Guerche.

1180 The rectory of the Parish of Gainsborough is granted to the Knights Templar in Lindsey. This is the earliest record of a church in the town

1204 King John grants a weekly market.

1300s Gainsborough emerges as a thriving wool trading centre. A new town is built with the present day Silver Street, Lord Street, Church Street and Market Street at its core, densely concentrated above the flood level. The parish church of All Saints is constructed.



Photo 1 All Saints Church

- 1455 Thomas Burh acquires the Manor of Gainsborough.
- 1471-84 The Old Hall is constructed, built by Thomas Burh as a fortified manor house.



Photo 2 The Old Hall

Post-medieval

- 1598 Queen Elizabeth's Grammar School for Boys is established which survives to this day, albeit in modern buildings.
- 1600s Gainsborough grows as a port town, serving trade between Hull and the industrial towns of the midlands.

- 1642-51 Gainsborough, garrisoned for the King, is badly damaged during the Civil War. The Battle of Gainsborough is fought in 1643.
- 1676 The population is recorded as 1,864.
- 1700s Much of the town's traditional timber framed buildings are rebuilt in red brick. Warehouses, shipyards, maltings and ropeworks are developed at the riverside.
- 1720 The population is recorded as over 3,000.
- 1730 A poorhouse is built at Church Street, to accommodate Gainsborough's poor, elderly and infirm.
- 1736 All Saints Church is reconstructed in the neo-classical style, retaining the 14th century tower. The church exists today.
- 1748 Despite population growth, little development had been made beyond the medieval core.
- 1759 John Wesley, one of the founders of the Methodist movement, preaches at Gainsborough, appearing several times before 1790. A rise in non-conformism in the town parallels the growth of working class population of industrial workers.
- 1781-91 William Weston builds the extant Gainsborough Bridge as a toll bridge.
- 1780-1800 Many wealthier families move to new houses built east of the overcrowded town centre at Spring Gardens and Spital Terrace.
- 1787 A ferry is recorded as operating across the River Trent at Gainsborough.

19th century

- 1801 The population is recorded as 4,506.
- 1831 The population is recorded as 6,500.
- 1837 Gainsborough Union Workhouse is built on Lea Road by renowned workhouse architect: George Wilkinson.
- 1841 Gainsborough is officially declared a port.
- 1842 William Marshall purchases the Back Street Foundry in the east of the town.
- 1849 William Marshall renames the Back Street Foundry as the Britannia Ironworks in 1849 and begins the manufacture of road steam engines. The company later becomes known as Marshall, Sons & Co and comes to occupy 16 acres east of the town centre. When complete, it is the biggest foundry in Europe.
- 1849 Gainsborough Central Railway Station is opened on the Manchester, Sheffield and Lincolnshire Railway line which runs north to south on the eastern edge of the town. The port suffers a loss in trade through competition with the railways.
- 1850s The Northolme is opened as a cricket and football ground.
- 1851 The population is recorded as 8,293.
- 1867 Gainsborough Lea Road Railway Station is opened on the Great Northern Railway line.
- 1873 Gainsborough Trinity Football Club is established, beginning competitive fixtures in 1889.
- 1881 William Rose begins a works for manufacturing his tobacco wrapping machine.
- 1887 New streets of terraced housing are built largely to the south of the town and west of the Manchester, Sheffield and Lincolnshire Railway line.
- 1887 A number of saw mills are recorded on the banks of the Trent, indicating that the port remains a thriving centre despite competition from the railways.
- 1897 The John Robinson Memorial Church, a non-conformist church, is opened on Church Street.
- 1899 Further development of streets of terraced housing are built south of the town and to the south-east of the Manchester, Sheffield and Lincolnshire Railway line.



Photo 3 Drake Street

20th century

- 1906 William Rose and his brother join forces to become Rose Brothers, a significant manufacturer and a large employer in the town.
- 1908 The town hall is built.
- 1908 Rose Brothers have manufactured 37 Rose National automobiles from their Gainsborough Works, which would come to be exported widely
- 1924 Gainsborough Rugby Club is established.
- 1927 Gainsborough Bridge is purchased for public ownership and, by 1932, made toll free.
- 1930 The former Union Workhouse becomes a Public Assistance Institution named Oakdene, whilst fulfilling the same roles as the workhouse. The workhouse infirmary is later known as Foxby Hill Hospital
- 1930s Residential development is built to the east of the London and North Eastern Railway line.
- 1941 The town is hit by an air raid, luckily there are no casualties.
- 1947 Marshall, Sons & Co. Ltd. merges with its competitor John Fowler & Co. Ltd of Leeds to become Marshall-Fowler Ltd.
- 1947 The house and grounds of Richmond Park are opened as a public park.
- 1956-74 Large scale residential development takes place east of the former London & North Eastern Railway line, largely comprising cul-de-sacs.
- 1966 Planning policies of the draft Town Map are implemented, resulting in some street realignment in the historic core, construction of car parking, and creating vehicular access to properties on Silver and Market Street. A number of 18th and 19th century buildings are demolished.
- 1973 The riverside Whitton Gardens open to the public.
- 1974 Marshall ceases production, resulting in the loss of jobs in Gainsborough.
- 1974 The county of Lindsey is abolished and divided in to Lincolnshire and the new county of Humberside. Gainsborough falls within Lincolnshire.
- 1980s The former workhouse is demolished after serving as an old peoples' home and a hospital for a number of decades.
- 1983 Plans to pedestrianise Lord and Silver Street are proposed in the Local Plan, and are undertaken later in the decade.
- 1987 Rose Brother's Gainsborough Factory is closed, relocating production to Leeds.

1990 Rose Brother's packaging division is sold to AM packaging, becoming AMP Rose and manufacturing from Gainsborough where they continue to operate.

1993 The port is recorded as still active, while much reduced in activity.

21st century

2000 The riverside is redeveloped to include public open space.

2003 A large area of industrial space south of the former Britannia Works is demolished to construct a Tesco superstore.

2007 A redeveloped Britannia Works is opened as a shopping centre, named Marshall's Yard, incorporating much of the original structures.



Photo 4 Marshall's Yard

4.5 Cultural Associations

Gainsborough is reputedly named after the Gaini Viking tribe due to the marriage in 868 of King Alfred and Ealswitha, the daughter of Aethelred Mucill, chief of the Gaini. This marriage reveals the Viking history of the area, being close to the Danish stronghold at Torksey during Danish rule. Prior to this era, Gainsborough was one of the capital cities of Mercia during the Anglo-Saxon period.

Legendarily, King Canute the son of another Dane, Sweyn Forkbeard, is said to have attempted to turn back the tide at Gainsborough. This legend may originate with the Trent Aegir, also known as the Eagre, a tidal bore on the River Trent which occurs when a high spring tide meets the downstream flow of the river. The aegir is exaggerated by the funnel-shaped river mouth and peaks at Gainsborough before the river shape dissipates the wave produced.

"Above all, the great Floss, along which they wandered with a sense of travel, to see the rushing spring-tide, the awful Eagre, come up like a hungry monster." (Chapter 5)

The aegir on the Trent may also have inspired the flood in George Eliot's *The Mill on the Floss* (1860). Mary Ann Evans, whose pen name was George Eliot, visited Gainsborough in 1859, staying in the building that today houses the United Services Club. A plaque on the building commemorates this. In the book, the fictional town of St Ogg's may have been inspired by the Gainsborough of the 1850s with a similar stone bridge and Old Hall, the latter described in detail in the book.

4.6 Landscape Designations

Designations have been reviewed to determine the levels of protection currently given to features of the landscape within the Neighbourhood Area.

Statutory

- Gainsborough Britannia Works Conservation Area includes Spital Terrace, Spring Gardens, North Street, Cross Street and Beaumont Street. It includes twelve listed buildings, good examples of architectural detailing in brick and stone and distinctive arches above windows and doors.
- Gainsborough Riverside Conservation Area consists of the area between the River Trent and Caskgate Street/Bridge Street/Lead Road.
- Gainsborough Town Centre Conservation Area comprises Silver Street Market Place, Church Street (south of Gladstone Street), Gladstone Street (east of Parnell Street), Little Church Lane, All Saints Church and Church Street (east), The Old Hall and Surroundings, Lord Street and Caskgate Street.
- Local lists form a vital element in the reinforcement of a sense of local character and distinctiveness within an area. By identifying significant local heritage assets, they play a role in informing the development of local plans. No formal local list has been adopted for the Neighbourhood Area by West Lindsey District Council, but this heritage and character assessment identifies buildings and other features which make a positive contribution to the heritage and townscape character of the area.

4.7 Existing Landscape Character Assessment

Existing character assessments have been reviewed to provide some context to this more detailed assessment. Gainsborough lies on the boundary between National Character Area (NCA) 45 North Lincolnshire Edge with Coversands (NE554) and 48 Trent and Belvoir Vales (NE429), as defined by Natural England (Natural England, 2014). Natural England defines key characteristics as “*those combinations of elements which help to give an area its distinctive sense of place*” that would result in significant consequences for the current character if they were changed or lost. As a result, they form important evidence to support the development of planning and management policies and a reference point against which to monitor change. The characteristics of these NCA are broad but provide some context to the character of the Neighbourhood Area.

The key characteristics of NCA 45 which are of particular relevance to this assessment are:

- *‘Few watercourses on the plateau, which lies between the rivers Trent and Ancholme which flow into the Humber, and is cut through in the south by the River Witham’; and*
- *‘Limited woodland cover, with patches of both broadleaves and conifers associated with infertile sandy soils, elsewhere occasional shelterbelts’.*

The key characteristics of NCA 48 which are of particular relevance to this assessment are:

- *‘The mature, powerful river Trent flows north through the full length of the area, meandering across its broad flood plain and continuing to influence the physical and human geography of the area as it has done for thousands of years’;*
- *‘Very little semi-natural habitat remains across the area; however, areas of flood plain grazing marsh are still found in places along the Trent’; and*
- *‘Extensive use of red bricks and pantiles in the 19th century has contributed to the consistent character of traditional architecture within villages and farmsteads across the area. Stone hewn from harder courses’.*

At a local level, the Neighbourhood Area falls within the Trent Valley landscape character area (LCA), as defined within Landscape Character Assessment, West Lindsey District Council (1999).

- *‘Low-lying, gently undulating landform with higher terrain to east and south of Gainsborough’;*
- *‘Significant blocks of deciduous woodland, good hedgerows and hedgerow trees create a relatively enclosed landscape’;*
- *‘River Trent and its adjacent washlands are enclosed by steep flood embankments’;*
- *‘Main roads are significant features in the landscape; recent development concentrated along the main roads, bypassing original village centres’; and*

- *'Views towards the west are dominated by the power stations along the River Trent'.*

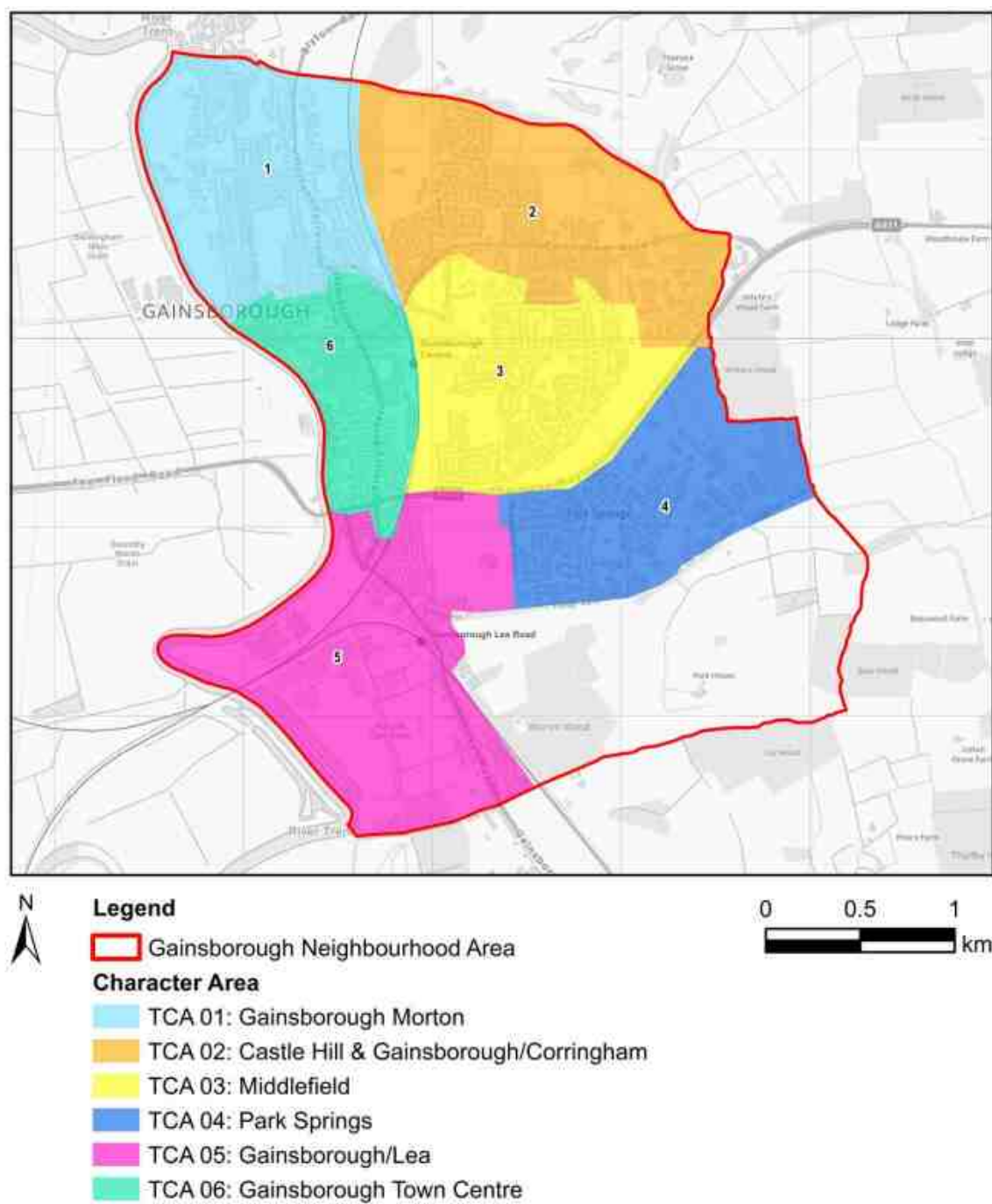
5. Character Assessment

5.1 Townscape Character Area Profiles

The results of the desk study and fieldwork have been analysed and six distinct Townscape Character Areas (TCAs) have been identified, as shown in Figure 3 Character Area Overview. These have been informed by the following:

- **Historical development** - including street pattern, land use, conservation areas and heritage assets;
- **Topography and hydrology**;
- **Movement and connectivity** - including physical boundaries such as railway lines, roads, rivers and gateways, nodes and linkages;
- **Land use** and levels of activity;
- **Urban structure and built development** - including density and building height, enclosure, architectural style and detailing;
- **Green space and public realm** - including those with planning policy and statutory protection, and how this relates to buildings and spaces; and
- **Views** and their contribution to an understanding of character, including the identification of landmarks.

The area south of TCA 04 Park Springs and east of TCA 05 Gainsborough/Lea comprises agricultural land allocated as the Gainsborough Southern Neighbourhood SUE, as identified on the Policies Map. As such, the current character of the landscape in this area is likely to change in the near future and for this reason the area has been omitted from this assessment.



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Figure 4 Character Area Overview

5.2 TCA 01: Gainsborough Morton

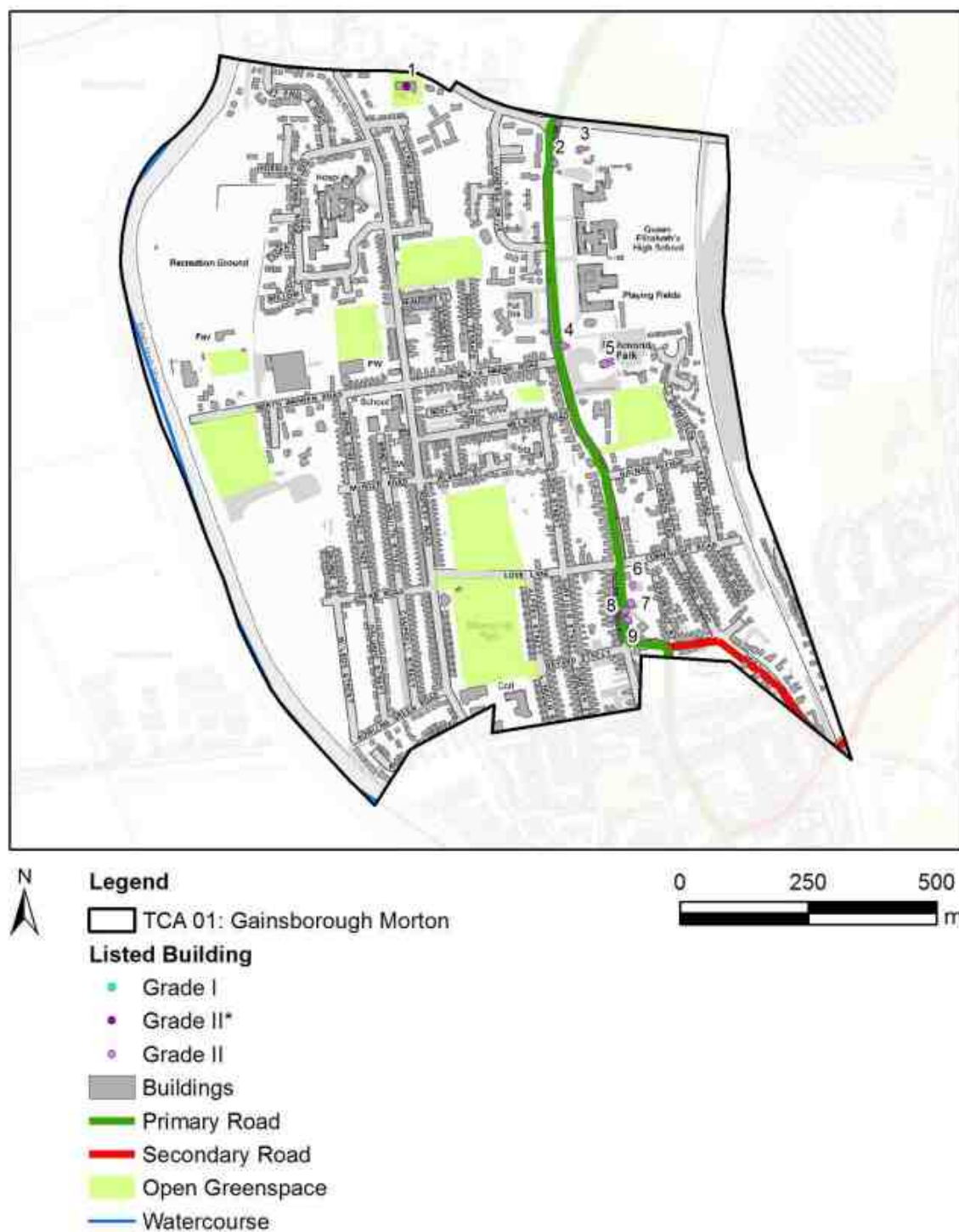


Photo 5 Ropery Road

5.2.1 Key characteristics

The key characteristics of Gainsborough North are as follows:

- Relatively high levels of green space along the River Trent and towards the railway line;
- Predominant loose grid street pattern with long north-south streets, high number of dense housing comprising older long terraces, short terraces and semi-detached housing in a tight grain, particularly within the southern half of the TCA;
- Victoria and Edwardian buildings along Morton Terrace and Ropery Road; and
- Heritage assets including the Parish Church of St Paul, Ash Villa, Richmond House and its lodge, and listed buildings on Morton Terrace.



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Figure 5 TCA 01: Gainsborough Morton

5.2.2 Topography and hydrology

The TCA occupies the area between the River Trent and the scarp slope in the east known locally as Downhill Gainsborough. As shown in Figure 2, the area is generally flat and low-lying with the landform under 10m AOD throughout, but sloping gently at the foot of the scarp slope. The River Trent forms the western boundary, influencing the character of the area. The combination of flat, generally featureless landscape and resulting expansive sky lends the TCA an open character overall.

5.2.3 Movement and connectivity

Contiguous with Gainsborough, the historically separate village of Morton on the northern boundary of the TCA contains gateways which link to the surrounding area at the Blyton Road/The Little Belt/Morton Terrace/ Front Street junction.

A primary route extends from this gateway along Morton Terrace becoming Morton Terrace, part of Northolme and North Street before connecting to with TCA 06 Gainsborough Town Centre. Wide, with on-street parking along its length, this gently curving route forms a chicane at Northolme and is moderately busy.

A secondary route extends from along Northolme from its junction with North Street to meet Spital Terrace within TCA 06 Gainsborough Town Centre to the south. Similar in character to Morton Terrace, this route bends southwards at the Edward Road roundabout and is narrow, with little on-street parking along its length and is relatively quiet.

A node is formed at the Dog and Duck Lane/Front Street/Ropery Road junction. Ropery Road extends from this southward to Gladstone Street on the northern boundary of TCA 06 Gainsborough Town Centre. Moderately wide, with areas of on-street parking generally limited to one side of the road, this route is relatively busy. This increases to the south where fewer parking spaces are provided.

Large proportions of residential roads in the TCA lie parallel to or run north-south, similar to Ropery Road. These are connected to Ropery Road by east-west running roads combining to create a strong street grid. Smaller residential roads lie in a less structured pattern to the periphery of the TCA providing access to neighbouring housing.

Riverside Walk provides traffic free access for pedestrians and cyclists along the bank of the River Trent.

The Gainsborough-Grimsby railway line forms the eastern boundary of the TCA, effectively separating it from the adjoining TCA 02 Castle Hill & Gainsborough/Corringham to the east.

5.2.4 Land use

The TCA comprises residential development and open green space with occasional light industry and local amenities. John Coupland Hospital lies within the north west occupying a relatively large site within the TCA. The hospital is a focal point to the area with Greystones Road circumnavigating the site and further residential roads leading off from it.

To the west, Roses sports facility occupies a large site north of the West Lindsey District Council Commercial waste site. On Morton Terrace other facilities include The Gainsborough Town Council building at Richmond House, and the Lincolnshire Probationary Trust and Lincolnshire Constabulary sites opposite.

Several schools occupy sites throughout the TCA: Mercer's Wood Academy and Gainsborough Nursery School on Ropery Road, Queen Elizabeth's High School on Morton Terrace and Gainsborough College on Acland Street.

Facilities on Morton Terrace and at John Coupland Hospital are set within grounds that provide visual amenity and tree cover, as well as providing focal points for activity within the TCA.

5.2.5 Urban Structure and built form



Photo 6 Typical terracing within the TCA

Residential development within the TCA varies in age and pattern with a large proportion south of North Marsh Road comprising long uninterrupted Victorian terraces based on a north-south/east-west grid. This pattern breaks up and becomes looser towards the northern and eastern edges of the TCA where 20th and 21st century development predominates. Throughout the area, housing generally comprises two storey terraces of red or buff brick, with chimneys, grey roof tiles and lower amounts of three storey flats. The façades of some houses are rendered.

Terraced houses are generally set back within small plots bound by low walls of red brick and street sections are therefore generally narrow. Architectural features vary with bay windows, arched doorways, detailing to windows and a decorative course of bricks quite common.

Recent development generally comprises detached or semi-detached houses set back within moderate to large plots bound by walls and ornamental hedges. Consequently, street sections in these areas are generally moderately wide and the houses are more varied in style, making these areas distinct from the older housing stock.

Around John Coupland Hospital in the north west 1970s development off Greystones Road typically comprises semi-detached houses and bungalows with flat roofed garages, stone effect rendering and wood cladding typical of the era. Construction at St Paul's Road, Bracken Close and Cedar Close is buff brick. While 21st century development at Horsley Road includes three storey flats and short terraces with terracotta roof tiles.

To the east, detached and semi-detached houses on Old Showfields Road have integrated porches and garages with pitched roofs and a course of contrasting brick detailing. Here, moderate street section is defined by buildings set back behind front gardens without boundary walls or fences. Further south on Northolme, recent development is distinctive due to wood cladding to corners of otherwise largely undetailed terraces. Larger detached houses in the Gainas Avenue/Carson Road area vary greatly in style. Well set back within low walled plots, these properties include bay windows, tall chimneys, double hung windows and porches. Hipped roofs are characteristic of this area.

21st century development within the TCA often includes three storey buildings varying in style and brick colour commonly with contrasting detailing to windows of buff sandstone or red brick. Often with smaller plots, street sections in these areas are relatively narrow and enclosed by adjoining taller buildings. Recent development on

Church Street includes cantilevered porches and gabled dormer windows. To the west, semi-detached Edwardian houses maintain the grid street pattern with a looser grain. These have hipped roofs with a shared chimney and are set back behind hedged boundaries creating a wide street section.

Morton Terrace is wide in section with buildings well set back from the road, wide pavements and variously, grass verges, hedges and boundary trees to unbound plots. Further south, set back semi-detached houses introduce low brick walls to boundaries. These tend to be yellow brick at Morton Terrace (Photo 10) with red brick dominant to the south. Moving southwards, front gardens with off street parking give way to on street parking with increasingly small front yards and narrow street section overall.

At its northern end Ropery Road is moderately wide with late 20th century semi-detached houses set back from the road, plot boundaries comprising low brick walls and/or hedges with wide pavements and moderately wide section. Relatively consistent along its length, street trees occur to its extremities. Open spaces adjoining the road tend to have railings to their boundaries.

5.2.6 Heritage assets

Scheduled monuments

There are no scheduled monuments located in this TCA.

Listed buildings

Eight listed buildings are located in the TCA, all of which are grade II listed. These are larger houses, and associated structures, constructed by the middle classes outside of the urban core of the town during the 18th and 19th century. A notable example is Richmond House (NHLE 1359740) and its associated lodge (NHLE 1307110), comprising a large early 19th century Georgian house of symmetrical plan with hipped slate roof. Set within its own park, known as Richmond Park, the house and park is now in public ownership as a register office and public green space.

Conservation areas

No conservation areas are located in the TCA.

Local list recommendations

A number of buildings and structures have been identified within this report which positively contributes to the character and heritage of the area. These are as follows:

- The former Gainsborough Drill Hall (Photo 7), used for military drills, dates from the mid-20th century. It is constructed in a modest classical style in buff coloured brick with stone dressings. The building is notable for its elaborate central bay portico and window architraves, which include a bas relief sphinx, and parapet. The building is of good architectural quality and interest and contributes to the diversity of building types in the area. As evidence of historic local military involvement, the building is of historic interest.
- The Mercer Road Primitive Methodist Chapel was built in 1910, in a modest Gothic revival style constructed of red brick with ashlar dressings. As well as positively contributing to the historic character and appearance of the area, the building is of historic interest in its illustration of the non-conformist religious practices of Gainsborough's working class population.



Photo 7 Gainsborough Drill Hall

Queen Elizabeth's High School's (Photo 8) present building was constructed in 1940 in a classical style with a prominent central pediment and tympanum clock. The school and its landscaped setting is of good quality and is of historic interest as the school was originally established in the reign of Queen Elizabeth I, although none of the original buildings survive.



Photo 8 Queen Elizabeth's High School

5.2.7 Green space and public realm

Along the bank of the River Trent large areas of green space are provided by Roses sports facility in the north and areas of rough grassland and small woods between Riverside Walk and housing on Burns Street, George Street and Wilson Street (Photo 9). This includes Mercer Wood which is managed by a community group founded to enhance and protect the wood for public use and a cemetery west of Cleveland Surgery with housing around it provides an area of green space with mature trees. Further east contiguous green space is provided by the churchyard of St Pauls, the grounds of Queen Elizabeth's High School, and Richmond Park where there is play equipment. Memorial Park (Photo 11) comprises flat green space in the south of the TCA with further play equipment and tree lined paths to the east and west. Allotments within the TCA lie at Love Lane, North Warren Road and Morton Terrace.

Roads and pavements within the TCA generally become narrower to the south with roadside parking, contributing. These generally share Ropery Road's spatial and material qualities with variations resulting from the age of development and proximity to the town centre. Throughout, quality of materials and maintenance reflects the age of adjacent development with older areas tending to have public realm in worse repair than in newer areas.



Photo 9 Land west of Wilson Street



Photo 10 Morton Terrace



Photo 11 Memorial Park

5.2.8 Views



Photo 12 Riverside Walk at North Warren Road

Due to the screening effect of built form, views within the TCA are largely restricted to those looking westwards and along streets. Oblique views of public buildings, such as the Methodist Chapel at the corner of Mercer Road and Ropery Road are enabled by the grid pattern predominant within the TCA. Longer views are available from the western edge of the TCA (Photo 12), higher ground to the east, and looking along the generally straight Ropery Road and Morton Terrace. Where development is looser grained views to the west are long and panoramic in nature. Views towards the east are curtailed for much of the TCA by woodland between the railway line and woodland within the grounds of Castle Wood Academy, with West Lindsey Leisure Centre the most prominent element on the skyline (Photo 13).



Photo 13 Bowling Green Road with West Lindsey Leisure Centre on the skyline

5.2.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the grain and character of development and resultant levels of green space within the TCA.

- There are a large number of historic buildings that contribute positively to the character and appearance of the area. Of particular note are a number of late-19th and early-20th century public institutional buildings, such as schools and churches.
- The character of the area is dominated by a diversity of residential properties; varying from late Victorian terraces, 1930s semi-detached houses, post-war housing, and more modern development close to the present day. A wealth of architecturally diverse housing designs is represented by the building stock of the area, which adds to its historic and aesthetic interest.
- Areas of open green space, including public parks and riverside areas, serve the surrounding areas of relatively high density residential development across the TCA. These provide amenity, lend openness and enable views to surrounding countryside and at Riverside walk, providing a vehicle free route almost to the town centre.
- Long, straight roads laid out in a grid street pattern allow views of public buildings, such as the Methodist Chapel at the corner of Mercer Road and Ropery Road.

5.2.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the quality of the built environment and the lack of integrated green infrastructure links.

- Modern development in the north of the TCA has encouraged coalescence between Gainsborough and the village of Morton, outside of the Neighbourhood Area;
- Quality of development and public realm is low on streets to the west of Ropery Road, with associated low levels of street trees detracting from the quality of older properties nearby;

- Modern additions and alterations to older properties are widespread with dormer windows, uPVC windows and doors, pebble dashing and painted brickwork which has a cumulative detrimental effect on the unity of the TCA; and
- Traffic free links to the town centre with Riverside Walk being the only one leading into the town centre.

5.2.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the pattern and age of development and provision of green space within the TCA.

- The historic buildings that contribute to the character and appearance of the area, particularly the late-19th and early-20th century schools and churches which are not listed but contribute positively to the heritage and character of the area.
- The diverse styles of residential properties with older properties including Victorian terraces and 1930s semi-detached houses providing a wealth of historic and aesthetic interest.
- High levels of open green space that, in combination with the street grid, lends open-ness and enhances the legibility of the area.

5.2.12 Character management recommendations

- Proposals for new development adjacent to the former Gainsborough Drill Hall and Mercer Road Primitive Methodist Chapel should demonstrate consideration of the relationship between these buildings and the proposed development. In particular, existing views towards these buildings should be maintained and acknowledgement of the materials, scale and proportions of these buildings should be demonstrated in design proposals to maintain their influence on local character;
- New development in the north of the TCA should act to conserve the distinctive historic character of both the TCA and the village of Morton, and should conserve the distinction between the two areas of settlement. Design proposals should demonstrate how this would be achieved with reference to density and pattern of development, separation between buildings, plot widths, building lines, boundary treatments such as walls, railings or hedges and spatial qualities of front gardens. The maintenance of existing views towards listed buildings within Morton should be considered;
- Proposals to alter existing buildings should demonstrate a thorough understanding of the history and design qualities of the buildings and provide a clear rationale for how this is taken account of in the design of the alterations proposed; and
- Consideration should be given to development of a strategy to improve the public realm including additional provision of street trees along Ropery Road and Morton Terrace and enhancement of the portion of Riverside Walk within the TCA.

5.3 TCA 02: Castle Hill & Gainsborough/Corringham

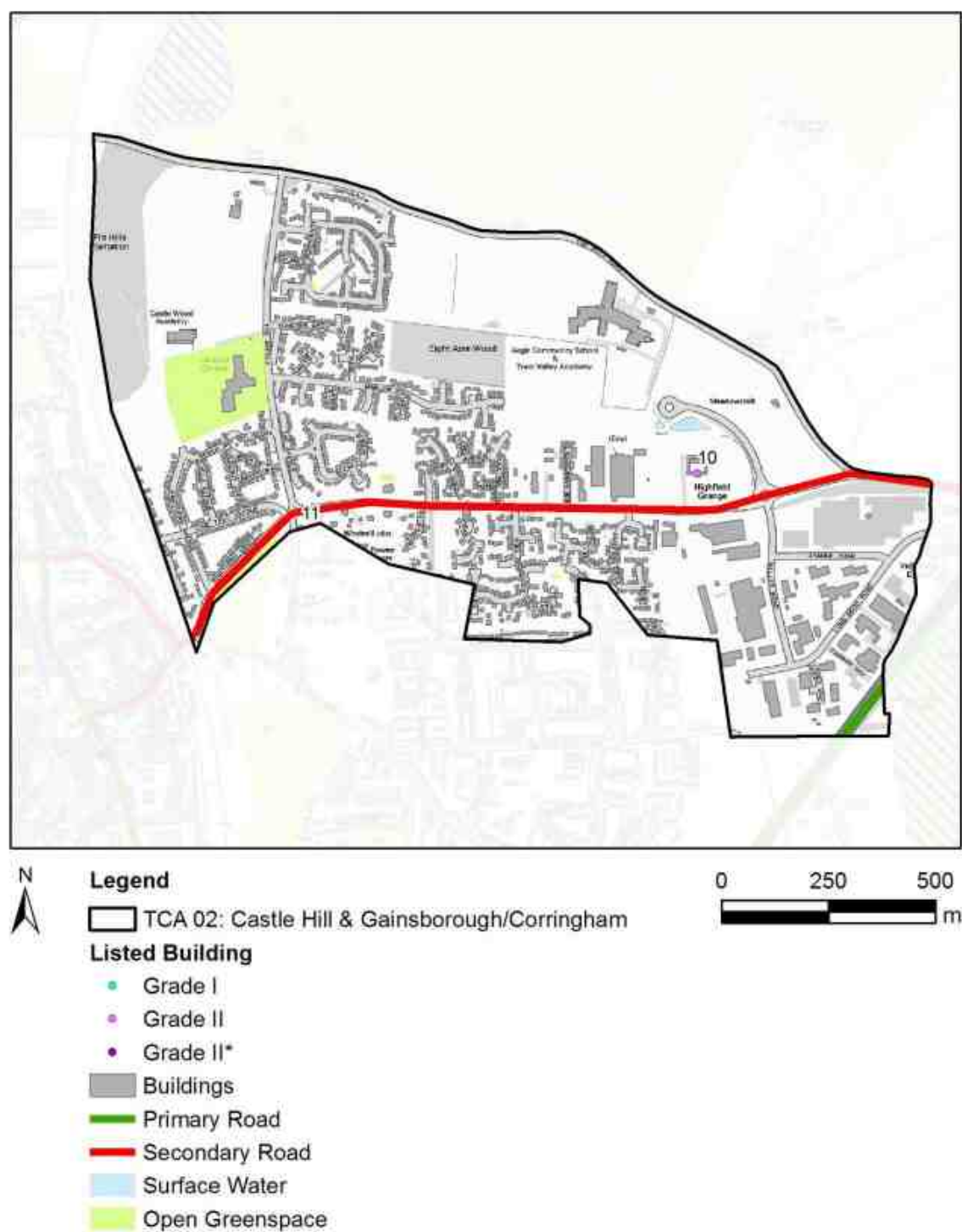


Photo 14 The Avenue

5.3.1 Key characteristics

The key characteristics of Castle Hill & Gainsborough/Corringham are as follows:

- Predominantly residential development and green space;
- High levels of green space and a high proportion of facilities at Castle Wood Academy , West Lindsey Leisure Centre and around The Gainsborough Academy Lincolnshire;
- Woodland both within the grounds of Castle Wood Academy and north of Marlow Road, and adjacent to the TCA to the north of The Belt Road within Gainsborough Golf Club;
- Light industry at Corringham Road Industrial Estate occupying a large portion of the TCA;
- Relatively loose urban grain and lower density of buildings within the post war development in the Lime Tree Avenue area and 1960s developments in the Marlow Road area; and
- Footpaths connecting to Connaught Road and the town centre from Castle Wood Academy, West Lindsey Leisure Centre and the closes south of Marlow Road.



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Figure 6 TCA 02: Castle Hill & Gainsborough/Corringham

5.3.2 Topography and hydrology

As shown in Figure 2, the TCA occupies elevated ground between 30 – 40 m AOD with the highest point within the TCA located in the area around Sunningdale Way. The lowest parts of the TCA are located in the south east in the area around Corringham Road Industrial Estate.

The TCA occupies an area of Uphill Gainsborough, between the scarp slope in the west, land within Gainsborough Golf Club to the north, open farmland to the east and Corringham Road to the south. Overall, the landform slopes gently down to the east from the ridge with the River Trent beyond the ridge having little influence on the character of the area. The ridge itself is the most distinctive topographical element of the TCA emphasised by The Little Belt as it climbs to Gainsborough Golf Club where it crests the ridge. The combination of elevated, wide, generally sloping landscape and expansive sky lends the TCA an open character overall.

5.3.3 Movement and connectivity

A secondary route to the town centre runs through the TCA along the B1433/Corringham Road from a gateway at the junction of The Belt Road and Corringham Road. Moderately wide and straight, with pavements and cycle lanes, this climbs gently to the west before descending steeply from Spital Hill. This busy route through the town is relatively open with hedgerows and hedgerow trees lining it in the east. These give way to built form in the west, set back behind embankments west of the junction with the Avenue. Spital Hill is broad and busy with hedgerows lining both sides and hedgerow trees to the southern boundary along its length.

A locally important route, The Little Belt/The Belt Road on the northern boundary of the TCA, is a narrow, route lined by hedgerows and hedgerow trees that is quiet and rural in character without on street parking or adjacent built form, with adjoining pavement east of the avenue.

Connecting these two routes, The Avenue (Photo 14) is a moderately wide road climbing steadily to the West Lindsey Leisure Centre where it flattens. Pavements, hedgerows and hedgerow trees line most of the road decreasing at Sunningdale Way,

Nodes lie at the junctions of these roads, with The Belt Road connecting to TCA 01 Gainsborough Morton, The Avenue leading to Summer Hill and Corringham Road leading to Miller Road both in TCA 03 Middlefield. Other roads provide access to residential areas within the TCA and resultantly are relatively narrow and enclosed by built form.

A footpath runs parallel to the south of Marlow Road to West Lindsey Leisure Centre, under the railway line to Connaught Road in TCA 06 Gainsborough Town Centre. Smaller paths lead off from this to the grounds of Castle Wood Academy. Another footpath leads from Theaker Avenue to the industrial estate, through the Theaker Avenue Local Nature Reserve.

5.3.4 Land use

Residential development is the dominant land use with intermittent educational, industrial or large scale commercial uses dispersed across the area. To the north-west, Castle Wood Academy abuts West Lindsey Leisure Centre providing a large area of open green space. Gainsborough Town Tennis club occupies a small central green space. To the east lie several large scale retail/commercial premises at Corringham Road Industrial estate which is the dominant land use within the east of the TCA while The Gainsborough Academy, Lincolnshire provides another large, educational, land use. Areas of commercial/retail development lie on Corringham Road south of The Gainsborough Academy, Lincolnshire.

Remaining land between the school and industrial park remains in agricultural use. Two significant areas of woodland lie within the area: One between the Gainsborough-Grimsby railway line and Castle Wood Academy, the other to the north of Marlow Road.

5.3.5 Urban structure and built form



Photo 15 Milton Road

In general development in the area has a moderately loose grain which varies in form and pattern with several distinct residential developments extending off Sunningdale Way, Marlow Road, Beckett Avenue, Woodhill Avenue and Limetree Avenue. Generous private green gardens and a low presence of industry and commerce make this a relatively quiet and tranquil area.

Overall, development largely comprises detached or semi-detached housing of two storeys, mostly built of red brick with roof tiles of red or grey concrete. Houses are generally set back from the road behind low brick walls and/or hedges and plots accommodate off street parking.

Recent development on Sunningdale Way is based on a loop and includes blocks of flats, buff coloured detailing around windows and pitched roof door canopies. Dormer and bay windows lend variation in form. Enclosed due to the street plan, this area is visually disconnected from its surroundings.

A number of closes extend off Marlow Road (Photo 15) with Dunster Road/Milton Road looping off it. Built in the 1980s, houses in this area omit dormer and bay windows and door canopies while Arundel Close introduces bungalows and lighter, often buff coloured brick. Detached houses here are taller than they are wide with timber cladding between windows. In contrast to surrounding buildings, houses at Hawton Close present the gable end to the street, add rendering to upper storeys and add adjoining garages with flat roofs.

Beckett Avenue is a loop of post war semi-detached houses off The Avenue. These have bay windows to the ground floor and shared chimneys to their hipped roofs, and are set back behind low red brick walls or hedges. Similar in street plan to Sunningdale Way, this area is also visually disconnected from its surroundings.

Closes off Woodhill Avenue comprise houses of red brick with buff brick detailing, with door canopies. More recent houses are set back within unbound plots with off street parking adding dormer and bay windows, and integrated garages and door canopies.

Recent housing on Juniper Way has contrasting brick detailing and covered entrances with integrated and adjoining garages common. Housing in the area is generally similar, with more short terracing, hedged boundaries and red brick. Predominantly 1970s era housing, this has a looser grain with more mature vegetation and a less enclosed atmosphere.

The industrial park has a loose grain with a planned pattern of sheds with large floorplans, low rooflines and limited windows. Typically constructed of brick, corrugated steel, and concrete in a range of muted colours, these are set back within plots often bound with metal fencing typically grey with some being blue or green.

The remainder of the TCA comprises The Gainsborough Academy and adjoining open fields. The academy is a distinctive and prominent complex of buildings, three-four storeys tall and beige and brown in colour with a flat roof. The adjoining fields have neither hedges nor hedgerow trees to their boundaries.

5.3.6 Heritage assets

Scheduled monuments

No scheduled monuments are located in the TCA.

Listed buildings

A single grade II listed building is located in the TCA, and comprises the early to mid-19th century Highfield Grange Farmhouse (NHLE 1063511). The house comprises a typical polite Georgian house, with symmetrical plan and hipped roof. The farmhouse reflects the historically rural character of the area, elements of which survive in the north of the TCA.

Conservation areas

No conservation areas are located in the TCA.

Local list recommendations

No buildings of local heritage value are located in the TCA.

5.3.7 Green space and public realm



Photo 16 Footpath connecting The Avenue and Marlow Road

Open spaces associated with schools lie to the north west at Castle Wood Academy abutting West Lindsey Leisure Centre and to the north east at The Gainsborough Academy. Significant blocks of woodland abut the western edge of both school grounds.

Apart from the area around West Lindsey Leisure Centre, public green space is limited within the area with visual amenity provided by the grounds of The Gainsborough Academy and the adjacent farmland. Vegetation and semi mature trees set within areas of amenity grass provide screening along Corringham Road, north of Ling Drive. Small areas of publicly accessible green space are located near The Rowans and The Alders, and include a playground. Pathways through this area connect to the west and south. Private green space has limited influence on the streetscape due to the limited size of front gardens and the distance by which buildings are set back. Planting in these areas tends to be low in height and due to the age of the developments, mature shrubs and trees are notable by their absence. Street trees are absent from this TCA.

Public realm predominantly comprises pavements of tarmac with some areas having roads and drives of red brick with contrasting kerbs. Pavements are omitted in these areas, contributing to the residential character by emphasising pedestrian usage of the roadway. The narrow roads lack of boundaries and houses encroaching on the roads form a relatively narrow section.

5.3.8 Views



Photo 17 View west from West Lindsey Leisure Centre

Intervisibility with the surrounding area is moderate due to the relatively loose grain, consistent height of development, provision of open space and landform. Long and wide views westwards from The Avenue atop the scarp slope, including West Lindsey Leisure Centre (Photo 17) and housing on a slope between The Avenue and Juniper Way are notable. Elsewhere, development is tighter in grain, the sense of enclosure is heightened and views are generally short, narrow and framed by houses. The planned nature of development means that glimpsed views between buildings are occasionally available. These glimpses provide marginally longer framed views.

Within the area, prominent landmarks or heritage assets are largely absent with the water tower on The Avenue an exception. The resulting lack of visual focal points contributes to the homogeneity of the area and overall levels of legibility.

5.3.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the density and age of development in the TCA and the high availability of green space.

- Mature wooded areas on the peripheries of the TCA, to the west, north (outside the TCA) and north of Marlow Road, mitigating the visual impact of high density modern residential development;
- The loose urban grain off Marlow Road, relatively high amounts of private green space and open green space associated with the leisure centre and schools in the TCA; and
- Provision of footpaths which have the potential to develop into traffic free access to the town centre.

5.3.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to form and density of more recent residential development and presence of large-scale commercial and industrial development.

- Recent development off Birchwood View and Sunningdale Way have a tight grain and density of development that closes off views and reduces the open quality of the TCA; and
- Large scale industrial development to the east has a visual impact on the character of adjoining areas, serving to detract from their inherent quality.

5.3.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the provision of publicly accessible green space, the relatively high level of tree cover within the TCA and pedestrian links to TCA 06 Gainsborough Town Centre.

- High amounts of private and public green space associated with the leisure centre and schools in the TCA; and
- Large woodland blocks to the west, north (outside the TCA) and north of Marlow Road.

5.3.12 Character management recommendations

- Design proposals for new development should maintain the open quality of the TCA and views to the surrounding area enabled by the density and patterns of older existing residential development. Proposals should demonstrate how density and intervisibility has been considered in development of the design proposals;
- Design proposals should demonstrate awareness of and respond to existing footpaths leading to the town centre. Proposals that provide better connectivity for pedestrians and bicycles in line with any appropriate strategy should be encouraged; and
- Proposals for industrial development should take account of landscape context and include mitigation that demonstrates an effective pattern and density of screening. These should demonstrate how the visibility of proposed structures has been considered within the proposals and should utilise plant species identified as contributing to local character where applicable; and

5.4 TCA 03: Middlefield

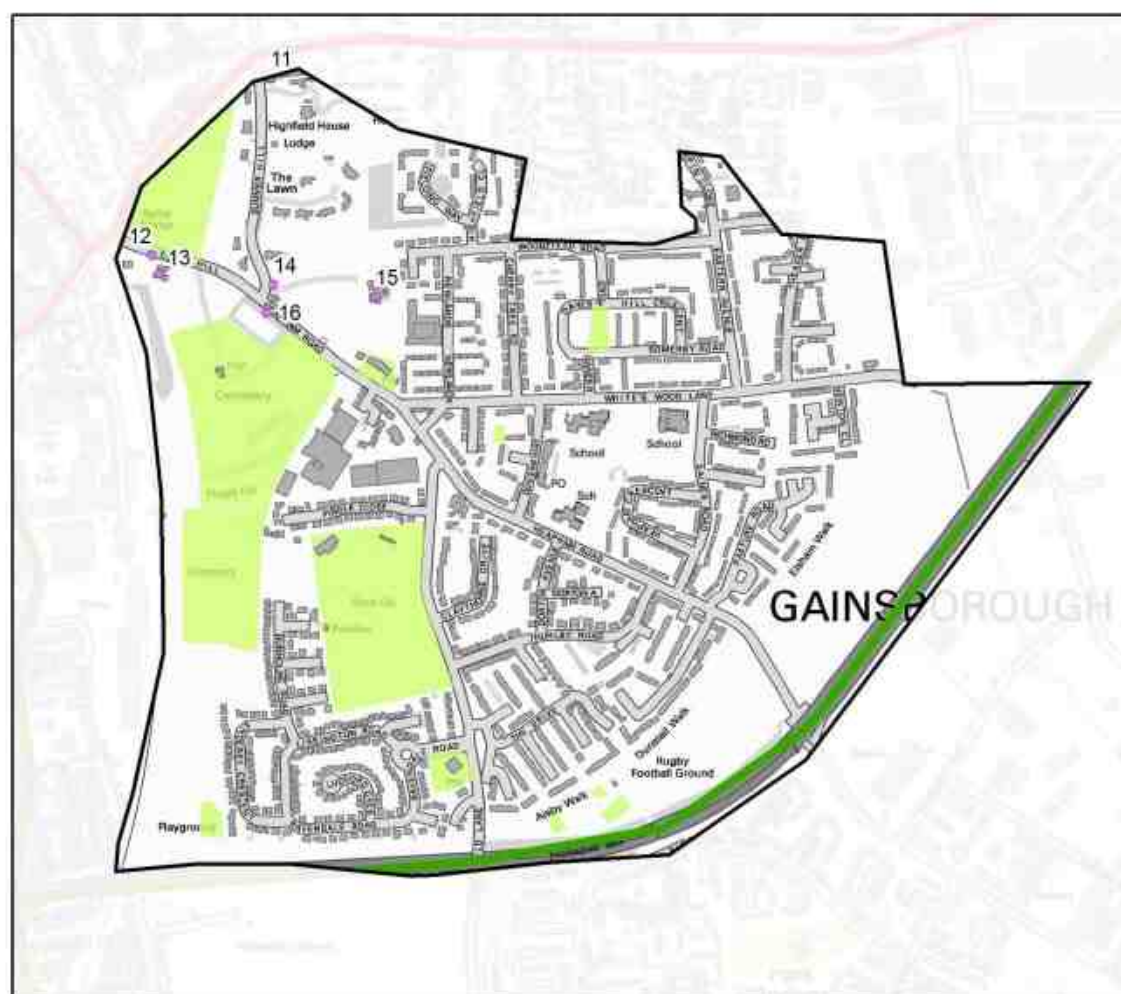


Photo 18 Heapham Road

5.4.1 Key characteristics

The key characteristics of Middlefield are as follows:

- Extensive residential development with a loose urban grain between the main roads of B1433/Corringham Road, A631/Thorndike Way and the railway line;
- Allotments west of Summer Hill and playing fields between White's Wood Academy, Charles Baines Community Primary School and Hillcrest Early Years Academy, and at Marshalls Sports Field;
- Remnant farmland west of the Parish Church of Saint George, east of Theaker Avenue, east of Elsham Walk adjacent to A631/Thorndike Way, and along the railway line; and
- High levels of mature trees to the north-west corner off Woodland Chase extending from Spital Hill to Heapham Road and within the cemetery.



Legend

□ TCA 03: Middlefield

Listed Building

- Grade I
- Grade II
- Grade II*

■ Buildings

— Primary Road

■ Open Greenspace

0 250 500
m

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Figure 7 TCA 03: Middlefield

5.4.2 Topography and hydrology

The highest areas within the TCA are located in the west extending from the scarp slope on the western boundary to Eastern Avenue. The highest point within the TCA lies in the Rosefields area at 40m AOD, as shown in Figure 2. The land generally falls away from the scarp slope to A631/Thorndike Way in the south and to the east. There is little in the way of landscape features, excepting the scarp slope and eastern dip slope which gives the area an elevated and slightly exposed quality.

5.4.3 Movement and connectivity

A gateway to the town lies at the Corringham Road/ A631 junction at the eastern corner of the TCA with the primary route through to the town centre being the A631/Thorndike Way on the southern boundary of the TCA. Nodes lie on Middlefield Lane over the A631, at Cox's Hill railway bridge, and at the junction of Heapham Road and White's Wood Lane, with commercial/retail premises located nearby.

Locally important routes are Cox's Hill/Heapham Road, which extends south east from the junction with Spital Hill in the north west, branching eastwards along White's Wood Lane and southwards along Middlefield Lane. This connects to TCA 04 Park Springs and Foxby Lane on the parish boundary, and is the only route passing southwards beyond Thorndike Way/A631.

Numerous footpaths are present within the area. A footpath connects Highfield Close and B1433, Elsham Walk links White Wood's Lane to Heapham Road, an unnamed footpath continues on from here to Middlefield Lane, and several informal footpaths run through the green space to the west of the area.

The Gainsborough-Grimsby railway line runs along the western boundary disconnecting it from TCA 06 Gainsborough Town Centre. In combination with the low number of connections with other TCAs this lends an isolated aspect to this relatively large area.

5.4.4 Land use

Land use is predominantly residential with occasional educational land use and substantial areas of green space within the TCA. This occupies the western portion of the area, comprising allotments at Summer Hill, a cemetery south of Cox's Hill and woodland along the scarp slope and railway line on the western boundary. Further greenspace extends along the southern boundary and A631/Thorndike Way.

Corringham Road Industrial Estate occupies a considerable portion of the eastern corner of the TCA with the remainder dominated by housing. A central retail area has community facilities further west comprising Charles Baines Community Primary School, Hillcrest Early Years Academy and White's Wood Academy. The Parish Church of Saint George lies just north of this central focus of activity.

While residential development varies in character through the TCA, its extent makes the area relatively quiet overall with activity and noise generally restricted to the area's main routes along Corringham Road and the A631, the industrial estate and the focus points of local schools and shops.

5.4.5 Urban structure and built form



Photo 19 Typical housing within Middlefield

Overall, the area is characterised as having a loose urban grain, the character of which varies over four smaller areas: North of White's Wood Lane, between White's Wood Lane and Heapham Road, between Heapham Road and Middlefield Lane and between Middlefield Lane and the railway line.

Generally, development comprises 1970s two storey housing of brick (Photo 19); usually red, set back within plots bound by hedges and/or low brick walls. Short terraces, detached and semi-detached houses and bungalows are present. Parking is generally on street with terraced areas having a much wider street section with designated parking areas. While form and materials are generally consistent throughout, architectural features, street layout and urban grain vary with age, with density increasing in more recent development. In combination with the planned street patterns of the area this contributes to a coherent TCA with a similar character throughout.

Development north of White's Wood Lane is a generally laid out in blocks. Bungalows on Newlands are set back perpendicular to the road within unbound plots and have short chimneys. Houses on Woodfield Road and Cherry Tree Road are semi-detached with brown brick, shared chimneys, canted bay windows, red clay roof tiles and brick detailing around doors. Short terracing of red, brown or buff brick with 2-3 chimneys per terrace lies between Danes Road and Theaker Avenue and off Baines Road, with those at Somerby Road and Hill Crescent, introducing flat wall dormer windows, rendering and brick detailing around doors. Door canopies are a common feature throughout this area.

Between White's Wood Lane and Heapham Road, development extends off Baines Road and Queensway. Development off Pasture Road and Newton Close generally comprises late 20th century terracing rendered and pebble dashed in various combinations. Detailing is limited to terracotta window sills with occasional brick panels between ground and first floor windows. Door canopies porches are common throughout the area with some having pitched roofs.

Between Heapham Road and Middlefield Lane, development lies in three distinct patterns: A medium grain planned arrangement on Claythorne Drive and Dorton Avenue, looser grained rectangular blocks east of Thurlby Road and moderately close grained development west of Middlefield Lane. Properties on Claythorne Drive and Dorton Avenue are similar to those on Cherry Tree Road but with shared canted bay windows. Flat roofed extensions or adjoining garages are common in this area. On Thurlby Road, a greater range of housing set back within moderately sized front gardens often bound by low walls introduces box dormer windows. East of Thurlby

Road, two and three storey terracing and flats of polychromatic brick predominate. These are either set back behind moderate front gardens or large shared grassed areas with access roads and garages behind. Wooden fencing is notable in these areas.

In contrast to other areas, the part between Middlefield Lane and the railway line is more tightly grained. Set back behind low walls or unbound front gardens, street plan makes for an enclosed area of housing with varying architectural features including integrated garages with pitched roofs, adjoining garages with flat roofs and short chimneys. Hanging tiles to façades between first and ground floor, and recessed doorways and windows are locally distinctive.

5.4.6 Heritage assets

Scheduled monuments

No scheduled monuments are located in the TCA.

Listed buildings

A total of six listed building are located in the TCA, all of which are designated grade II listed. Many of these reflect the construction of houses by the wealthy on the peripheries of the town during the 18th century, prior to the 20th century development of the area. An example is Summer Hill House (NHLE 1306965), a large late 18th century house in polite Georgian style, of symmetrical plan with hipped roof. The house, though perhaps larger in scale, is typical of houses built by the middle classes outside of the urban area of Gainsborough during the 18th and 19th centuries.

Distinct from other listed buildings in the TCA is a late 19th century water tower (NHLE 1261882), built in a classical revival style of red brick with yellow brick panels and stone dressings.

Conservation areas

No conservation areas are located in the TCA.

Local list recommendations

No buildings of local heritage value are located in the TCA.

5.4.7 Green space and public realm



Photo 20 Typical open space within Middlefield

A relatively high level of green space occupies the TCA. In the north, allotments on Cox's Hill extend along the B1433 with rough grazing adjacent to the east. East of Summer Hill within the gated community of Woodland Chase, a high level of mature trees is notable. South of Cox's Hill, the cemetery extends green space to the western extent of the TCA providing more mature trees. This extends south, ending behind Dunholme Road where open grassland crisscrossed by informal paths extends to Thorndike Way/A631. Play equipment is located within this area near Enderby Crescent. Screening vegetation along Thorndike Way/A631 continues eastwards. From Middlefield Lane to Heapham Road, a large area of open green space is provided, with the eastern third unmown. Play equipment is located within the western part.

Formal areas of green space lie at the Middlefield lane football ground, the school grounds associated with White's Wood Academy and Charles Baines Community Primary and within Danes Road where an area of mown grass provides further play equipment. Apart from this area, green space is notably separated from residential development, lying at the edge of the TCA and located adjacent to major transport infrastructure.

Private green space tends to be generous in size due to the area's relatively loose urban grain. This varies with the density of residential development throughout the TCA. Generally, the provision of a low level of planting adjacent to the public realm derives from small to moderately sized front gardens. Street trees are absent from this TCA, and in combination with low levels of mature planting within gardens, the streetscape is relatively low in texture and colour. Where development is situated within larger open areas on Pasture Road, Dunstall Walk, The Walk, The Drive, Sturgate Walk and Upton Walk, green space is more of a defining characteristic. These areas comprise mainly of amenity grass without other planting and/or mature trees mitigating the softening effect of the grassed areas to visual amenity.

Mature trees and other vegetation are generally restricted to the southern and western edges of the TCA with the higher level of mature trees to the north west and along the railway line providing a major element for green infrastructure. The railway line and Thorndike Way/A631 means that green corridors are effectively restricted to the boundaries of the TCA.

5.4.8 Views



Photo 21 View south west from Enderby Crescent, West Burton Power Station in the distance

Due to the varying patterns of development, views within the TCA tend to be short, along residential roads and framed by houses. Views between these tend to be marginally longer but due to the extent of housing within the TCA, these remain curtailed by built form. From areas above the scarp slope, such as Summer Hill, glimpsed views to the west are long and wide but partially obscured by the higher level of trees within the area.

As result of the location of the Gainsborough-Grimsby railway line and associated wooded slope to the east and Thorndike Way/A631 to the south, intervisibility between the TCA and its surroundings is largely restricted to the edges of the area. There are open views from the rear of properties on Dunholme Road and Enderby Crescent look over the scarp slope and Gainsborough/Lea with West Burton Power Station prominent in the west (Photo 21). These views over the flat landscape of Bassetlaw are long and panoramic with the 'big skies' characteristic of rural Lincolnshire. Views south from the rear of properties on Enderby Crescent and Ravendale Road look out over Thorndike Way/A631 below. Partially filtered by intervening vegetation these are similarly long distance, panoramic views over the expansive rural landscape.

5.4.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to high levels of open green space and largely consistent scale, form and pattern of residential development.

- Public green space is well integrated with the residential areas its serves. A good example is Hill Crescent and Somerby Road;
- Loose urban grain throughout much of the TCA, which influences the relatively high amounts of private green space and high levels of public open green space along the western and southern boundary;
- High levels of mature trees to the north west within Woodland Chase and the cemetery; and
- A variety of 20th century housing types is apparent across the TCA, from post-war terraced housing to modern detached, adding to the visual interest of the area.

5.4.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to overall low levels of mature trees within the TCA, poor quality public realm and public open space, and the quality and pattern of existing housing development:

- Short terraces in this TCA tend to be of low quality and/or poorly maintained. These buildings often do not address the street and are laid out such that little planting has occurred to the front or back of their plots, with detracting boundary treatments and garages to their rear;
- Quality of public green space is low overall with little planting that provides visual amenity or biodiversity;
- Low levels of mature trees in combination with relatively wide street sections and low levels of vegetation contribute to a relatively barren character within the area;
- Newer residential development is notably more tight grained in the area with smaller gardens and higher enclosure that detracts from the character of the TCA; and
- Dominance of housing development within street patterns which diminishes legibility and contributes to a predominantly unvaried, homogenous character.

5.4.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the allotments and mature trees to the north-west corner, the levels of existing green space and elements of heritage value.

- Overall levels of mature trees are relatively low within much of the TCA with existing mature trees vulnerable to loss;
- The largely consistent urban grain within the TCA provides areas of green space that contribute much to its character which potentially could be lost or greatly detracted from by unsympathetic development; and
- Elements of heritage value are limited within the TCA and those present are vulnerable to unsympathetic development in their vicinity.

5.4.12 Character management recommendations

- Proposals for new development should maintain the loose urban grain and existing range of built form including short terraces, detached and semi-detached houses and bungalows. Design proposals should maintain the high proportion of two-storey, brick buildings seen through the TCA;
- Design proposals should demonstrate sensitive positioning within plots and be of such scale and form as to not dominate neighbouring properties or the streetscape;
- Proposals for new development on Heapham Road, Middlesfield Lane and White's Wood Lane should seek to enhance the streetscape with reference to the tree-lined Cox's Hill. Proposals that emulate the hedgerow and hedgerow tree elements of this area or that implement planting of street trees along these roads should be encouraged;
- Design proposals should seek to provide good quality greenspace. Proposals should include landscaping that demonstrates provision of visual amenity and improvement of existing green infrastructure. Proposals that include provision of trees should be encouraged; and
- Proposals for new development should demonstrate awareness of the importance of grass verges and grassed areas to the character of the TCA. Proposals that demonstrate consideration of these elements and respond to any Green Space Needs Assessment or Green Infrastructure Strategy should be favoured.

5.5 TCA 04: Park Springs

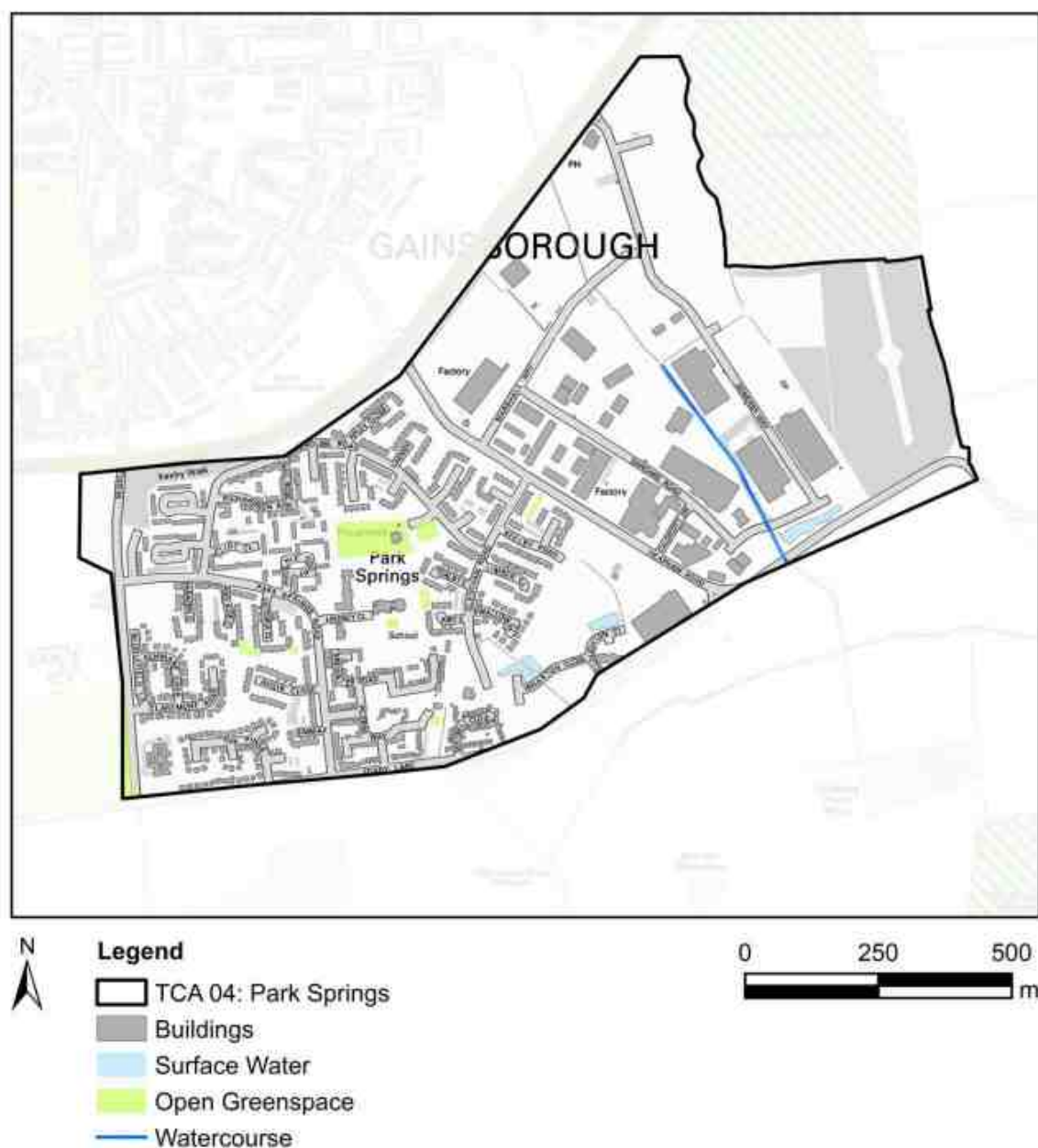


Photo 22 Typical modern housing at Park Springs Road

5.5.1 Key characteristics

The key characteristics of Park Springs are as follows:

- Relatively loose urban grain with a largely consistent building style and materials throughout with a high proportion of housing comprising short terraces;
- Large areas of open green space around residential development that is publicly accessible ;
- Wide street sections which commonly have grass verges and buildings well set back from roads throughout;
- Light industry at Heapham Road Industrial Estate, which occupies a large portion of the TCA; and
- Low levels of tree cover, with mature trees and street trees largely absent.



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Figure 8 TCA 04: Park Springs

5.5.2 Topography and hydrology

The TCA extends from the scarp slope in the west, falling away to the south and east. The highest parts of the TCA are located in the west at around 30m AOD, as shown in Figure 2. Similar to TCA 03 Middlefield and TCA 02 Castle Hill & Gainsborough/Corringham, the TCA is higher than the floodplain to the west, with this elevation lending the area an exposed quality.

Watercourses and surface water within the TCA comprise ditches and Sustainable Urban Drainage Systems associated with Heapham Road Industrial Estate and other businesses on Foxby Lane.

5.5.3 Movement and connectivity

Primary routes to the town centre comprise Thorndike Way/A631 on the northern boundary and Foxby Lane on the southern boundary. Middlefield Lane on the western boundary of the TCA is the only direct connection between this TCA and TCA 03 Middlefield making it locally important. Other routes allow access throughout the TCA along Park Springs Road, Riseholme Road and Heapham Road South which connects to the A631.

The main gateway for traffic lies at the junction of Thorndike Way/A631 and Heapham Road South. Activity generated by the industrial park and supermarket adjacent to the Heapham Road South/Foxby Lane junction makes it both a node and a minor gateway for traffic entering from the east. The Middlefield Road/Foxby Lane junction functions as a node linking routes through the TCA on the western and southern boundaries.

The open grain of development means that permeability and legibility for pedestrians is good. A number of paths lie within green space, bound by Riseholme Road with fewer paths in similar area bound by Park Springs Road. Together these create loose network of traffic free routes covering the larger part of the area.

5.5.4 Land use



Photo 23 Typical development within Heapham Road Industrial Estate

The TCA largely comprises residential development, with light industry within the Heapham Road Industrial Estate (Photo 23). This occupies a large proportion of the TCA to the east with associated activity in this area. A large supermarket lies within the corner formed by Heapham Road South and Foxby Lane and this generates high levels of activity in the TCA. A cluster of facilities at the centre of the TCA including Ferndene Care Home, Lincolnshire YMCA Beginnings Day-care Centre and St George's Church of England Community Primary School are a smaller focus of activity.

Elsewhere, community facilities lie in the north at Park Springs Community Centre and The Community Shop with Foxby Court assisted living residence in the south west. These areas maintain levels of activity consistent with the predominating residential areas.

5.5.5 Urban structure and built form



Photo 24 Pilgrims Way

The industrial park has a moderately loose grain with a planned pattern. Industrial sheds are large in floorplan and typically have a low roofline, low quantities of glazing and construction of brick, corrugated steel, or concrete in a range of muted colours tending toward grey. These are set back within plots comprising hardstanding and parking, often bound with typically grey metal fencing with some being blue or green.

The residential area is largely 1970s development in low density, planned patterns with a loose urban grain and largely comprising two storey terracing set back from the road. In combination with open farmland south of Foxby Lane, this creates an urban edge character. Construction is predominantly of buff or red brick with grey concrete roof tiles and uPVC window and door surrounds.

Development is arranged in a pattern of closes extending off Riseholme Road and Glentham Road in the east and off Park Spring Road, to the west. These buildings generally comprise short terraces with few windows, flat roofed door canopies and white painted wood panelling between ground and first floor windows. Off The Pines, recent development is set back behind small, unbounded front gardens with off street parking. Bay windows on the ground floor are common and many have shared front porches and all have pitched roofs. Brown window frames are typical.

East of Park Springs Road development comprises short terraces based around several courts in the north and a loop in the south. To the south recent development introduces brown roof tiles, buff concrete window sills and lintels, ornate cantilevered door canopies and occasional flat and gabled dormer windows lending variation. On closes off Park Springs Road, development has occasional flat roofed garages abutting.

5.5.6 Heritage assets

There are no heritage assets located in this TCA.

5.5.7 Green space and public realm



Photo 25 Play facility and public realm at Pilgrims Way

Due to the pattern and density of built form there is a large amount of green space within the TCA. Between Park Springs Road and Riseholme Road, a significant area of green space is crossed by numerous footpaths with young trees distributed throughout. Gainsborough Adventure Playground is situated within this network, north of St George's Church of England Primary and Ferndene Care Home. South of this school, open land contains play equipment. There is a larger area of rough grassland with amenity value around Willoughby Drive. Orientation of built form changes at Aegir Close creating more green space between developments in the area. Smaller areas of green space occupy the edges of the TCA adjacent to Thorndike Way/A631 and Middlefield Lane.

Private green space is relatively high resulting from the built form and the relatively loose urban grain with a larger pocket of green space notable around Foxby Court assisted living residence.

Green networks are restricted by the A631, Middlefield Lane Foxby Lane and Heapham Road South. These roads act to contain green infrastructure within the TCA, severing links to green space beyond its boundary. Within the TCA, there are very few shrubs and trees, and lots of grass. A relatively high amount of access roads contribute further to fragmentation of the TCA's green space.

Public realm within the TCA contributes little positively to the character of the TCA, being relatively low quality overall, with tarmac pavements predominating. Street trees are absent with private gardens adding little ornamental planting to most streets, emphasising the limited colour palette of development in the area.

5.5.8 Views



Photo 26 View south from Somerby Way

Intervisibility between the TCA and the surrounding landscape is moderate. Long distance, panoramic views are available to the south across Foxby lane to open farmland and woods to the south. Similarly, views from within Heapham Road Industrial Estate to the south and east are long and wide, with woodland and open farmland creating a backdrop in views (Photo 26). Elsewhere, views are curtailed by built form and are short and narrow with longer views only available along larger roads and marginally longer views glimpsed between buildings.

The upper parts of structures within West Burton Power Station are occasionally visible, for example to the south west, particularly from elevated land such as the eastern part of Sandsfield Lane and towards the Middlefield Lane/Foxby Lane junction. Other landmarks within Gainsborough, such as the water tower in TCA 03: Middlefield, are obscured by intervening landform.

5.5.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the large areas of green space, wide streets and grass verges, and largely consistent building form and materials.

- High provision of public green space that is largely well integrated with residential areas, contributes to amenity.
- Some diversity in building styles that present variety and texture within the TCA while maintaining consistent materials and building scale.
- Wide streets in combination with grass verges that contribute to the relatively high levels of greenery within the TCA.
- Good links for pedestrians within residential areas.

5.5.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to industrial development within the east of the TCA, lack of variety in building styles, and overall lack of soft boundary treatments, trees and street trees.

- Activity and built form associated with industry and commerce within the east of the TCA provides a contrast to the quietness of the residential parts of the TCA.
- Cul de sacs and high amounts of short terracing within older developments decreases intervisibility within the TCA and out to the surrounding areas, increasing enclosure.
- Generally similar pattern and form of 1970s developments throughout the TCA, decreases visual richness and texture of built form.
- Narrow street section in combination with car parking, garages, small front gardens and boundary treatments heighten enclosure within closes and courts.
- Low levels of vegetation in combination with the general absence of mature trees and street trees result in low variation of texture and colour that detracts from the provision of green space and grass verges within the TCA.

5.5.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the predominantly residential character of the TCA, the grain of development and relatively high provision of public greenspace.

- A predominantly residential area, the TCA is vulnerable to encroaching industrial and large scale commercial development that would alter this character; and
- Views towards open land surrounding residential development are vulnerable to large scale industrial and commercial development that would erode this aspect of the urban edge character of the TCA.

5.5.12 Character management recommendations

- Proposals for new development should respond to local character and keep within both the character of the surrounding area and the immediately neighbouring properties. Proposals should demonstrate sensitive positioning within plots and be of such scale and form as to not dominate neighbouring properties or the streetscape;
- Proposals for new development should maintain the existing density of development and range of built form including detached and semi-detached houses while retaining the high proportion of short terraces;
- Proposals for new development should contribute positively to the character of the TCA through sympathetic, visually attractive design and appropriate landscaping;
- Proposals for new development should seek to improve intervisibility and decrease enclosure, and should demonstrate careful consideration of the relationship between pattern of development and street layout. In particular, the combination of short terracing and cul de sacs should be discouraged;
- Proposals for new development should seek to improve the green infrastructure and enhance existing pedestrian links within the area. Proposals should demonstrate consideration of these aspects and maintain the existing characteristic pattern of grass verges;
- Proposals for new development should maintain the current levels of open space and seek to provide good quality greenspace. Proposals including landscaping that demonstrate provision of visual amenity and improvement of existing green infrastructure should be encouraged. Proposals that respond to any Green Space Needs Assessment or Green Infrastructure Strategy should be favoured; and
- Proposals for industrial and commercial development in the east should take account of landscape context and include mitigation that demonstrates an effective pattern and density of screening for nearby residential areas.

5.6 TCA 05: Gainsborough/Lea

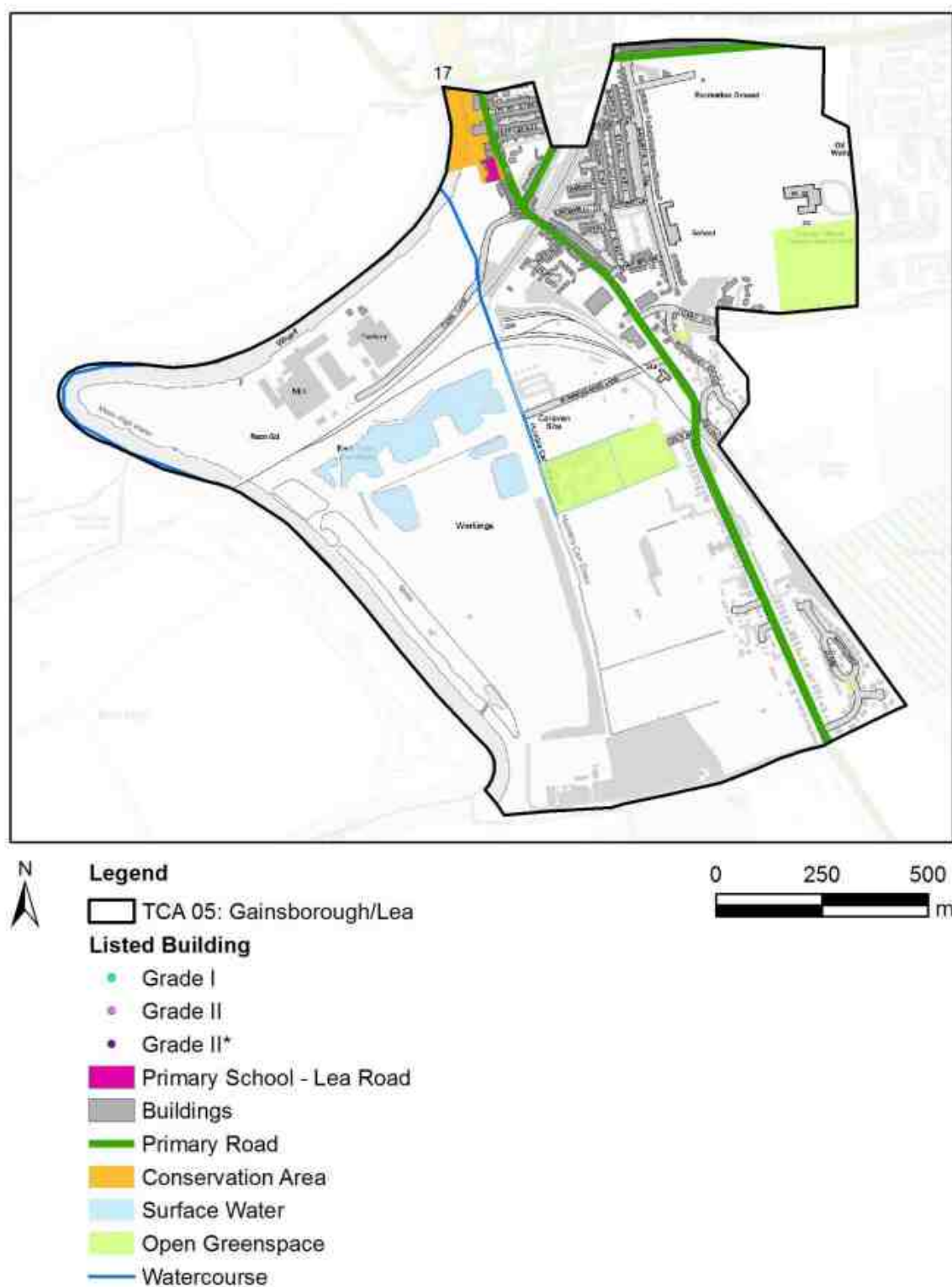


Photo 27 A156/Lea Road

5.6.1 Key characteristics

The key characteristics of Gainsborough/Lea are as follows:

- Development largely limited to a ribbon along the A156/Lea Road corridor;
- Predominately detached inter-war properties set back from the road;
- Large amounts of private green space within large plots with boundaries comprising low brick walls and hedges along the A156; and
- Large areas of rough grassland and grazing west of housing on the A156.



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Figure 9 TCA 05: Gainsborough/Lea

5.6.2 Topography and hydrology

Comprising the area south of the A631/Thorndike Way and east of the River Trent to Middlefield Lane, this area is largely open and flat to the west, with land rising above 10m AOD east of the A156/Lea Road and to parts of the south west as shown in Figure 2. This forms an undramatic slope to the east and a slight slope to the north.

Forming the western boundary, the River Trent influences the character of the area with other water courses or water bodies within the TCA comprising drainage ditches and ponds. Larger ponds lie south of Carr Lane near the Kerry Ingredients. Lea Marshes to the south outside of the TCA influences the southern parts of the area.

5.6.3 Movement and connectivity

The primary routes into the town centre are the A156, which enters the TCA from the south leading from the village of Lea to the south and outside the Neighbourhood Area into Lea Road, and Foxby Lane, which leads in from the east adjoining the A156 south of the Carr Lane roundabout. As a consequence, the roundabout provides a gateway to the town. Thorndike Way/A631, which enters the TCA from the east and exits west at The Flood Road on the northern boundary of the TCA, is also a primary route.

A locally important route, Middlefield Lane, extends north from Foxby Lane forming part of the eastern boundary of the TCA and linking it to TCA 03 Middlefield beyond the A631. An area of large scale retail lies near the junction with Foxby Hill forming a node.

The Sheffield-Gainsborough railway line enters from the west, leaving the TCA just south of the Carr Lane roundabout as the Gainsborough-Grimsby line. The Gainsborough-Lincoln railway line curves south east leaving the TCA to the south. One of two railway stations within the town, Gainsborough Lea Road station lies just south of Summergang Lane, part of the node at the A156/Foxby Road junction.

A public right of way extends westwards from Causeway Lane, while a path extends to Middlefield Lane from Sandsfield Lane in the north of the TCA.

5.6.4 Land use

Rough grassland predominates to the west of the A156 with further green space between Sandsfield Lane and Middlefield Lane. The TCA mainly comprises residential development with some light industry and retail present. Residential development extends along Lea Road/A156. Large scale retail lies near the junction with Foxby Hill including a petrol station, DIY store and car showroom. To the eastern bank of the River Trent, the Kerry Ingredients site comprises isolated buildings within a large site separated from other built form. Within the curve of the railway track lie various small scale light industrial areas. To the south western corner of the TCA a sewage works is isolated from other built form. The remaining part of the TCA consists of unmanaged areas of grassland and rough grazing.

The area between Thorndike Way, Middlefield Lane and Foxby Hill is largely green space with allotments to the south east and Warren Wood, a Specialist Academy to the north east corners. Benjamin Adlard Primary School lies in this area on Sandsfield Lane.

While the Lea Road/A156 is active with moderately high levels of traffic, other areas of the TCA are relatively inactive due to the large agricultural areas present. Quieter areas lie to the west towards the River Trent and to the east of the railway line where development is low.

5.6.5 Urban structure and built form



Photo 28 Typical housing at A156/Lea Road

Settlement is largely contained within the Lea Road/A156 corridor extending to fill the area between Sandsfield Lane and Thorndike Way. Along the A156 ribbon development largely comprises early-mid 20th century semi-detached houses with more modern houses between the fork of railway track and south of Foxby Hill.

Houses are typically two-storey and semi-detached of red brick with hipped roofs and are generally set back within larger plots in the south, often hedged or with a brick wall capped by brick and /or concrete to their boundaries (Photo 28). Many of the houses have chimney stacks and dormer windows. Similar houses closer to the Gainsborough-Lincoln railway line are set back within hedged plots with off-street parking. At each end of the ribbon development, older properties have sandstone detailing and individual chimneys which newer properties lack. While front gardens are consistent in size, older properties have rear gardens almost twice as long as their newer counterparts.

Away from the road, at Mayflower Close, late 20th century bungalows in a planned layout are set back within smaller unbound plots. These retain the chimneys and lose the detailing of houses along the main road. The narrower street and less traffic mean that this area is more clearly residential. Houses at Willoughby Chase retain the buff coloured detailing, lose the chimneys and gain door canopies, often with pitched roofs. Garages and gravel drives in unbound plots or plots with red brick walls are common. Development includes three storey flats, detached and semi-detached houses that in combination with the sloping ground, makes this a relatively enclosed area.

Between the railway and Sandsfield Lane, Victorian terracing dominates with smaller amounts of pre-war detached houses. This more enclosed area comprises terraces set back from the road with low walls to their boundaries. Chimneys, contrasting brick detailing to windows and doors and bay windows to the ground floor are common, while some houses have dormer windows and many have uPVC windows and doors. Houses are occasionally rendered and/or have a stone effect applied to them, or are painted, either in grey or shades of buff.

Due to the contained development and its pattern the TCA is generally open with the larger portion of the TCA largely devoid of built form or structures of notable size or height. Lea Road/A156 itself is moderately enclosed resulting from the density of ribbon development along it.

5.6.6 Heritage assets

Scheduled monuments

No scheduled monuments are located in the LCA.

Listed buildings

No listed buildings are located in the LCA.

Conservation areas

The southern end of the Riverside Conservation Area, south of Bridge Road, is located within the LCA. However, the area largely lies with the Gainsborough Central LCA and has been discussed within that section.

Local list recommendations

Local lists form a vital element in the reinforcement of a sense of local character and distinctiveness within an area. By identifying significant local heritage assets, they play a role in informing the development of local plans. No formal local list has been adopted for the Neighbourhood Area by West Lindsey District Council; however, a number of buildings and structures have been identified within this report which contributes positively to the character and heritage of the area. These are as follows:

- Lea Road School (Photo 29) was built in 1906 as a state infants' school, and from 1930 had been an infants to senior girls' school. Closed as a school in 1993, abandoned in 2010, it currently lies in a state of disrepair. The school is constructed of red brick, with brick embellishments, in a typical institutional style with the school divided into two halves with paralleled plans. A white painted timber belfry is located centrally on the ridge of the roof. The school is a reminder of past education provisions within the town, and is of historic interest. Architectural interest is derived from the high architectural quality of the structure, as well as its prominent location on the route into Gainsborough across the Trent from the west.
- Gainsborough Lea Railway Station (Photo 30) was opened in 1867 as Gainsborough's second railway station. The station is a one to two storey building, constructed of yellow brick with red brick embellishment in a classical revival style with prominent fanlights, string courses and cornices which contribute to its architectural interest. The structures' significance is also derived from its historic interest as evidence of emerging transport links in the region during the 19th century.
- The Shakespeare Street bus shelter (Photo 31) dates to the mid-20th century, and is a rare survival of post-war street furniture. It is constructed of a steel frame with corrugated iron and green painted plywood and timber boards. As well as positively contributing to the historic character and appearance of area, it is of historic interest as evidence of the provisions for improved public transport in the post-war period.
- The Benjamin Adlard Primary School (Photo 32) was built in the 1950s in a modest classical style, conservative for its time, built of red brick with stone dressings. The school comprise a symmetrical linear plan with a slate gambrel roof above ground storey height, punctuated by two central hipped two storey ranges, and flanking gabled projecting ranges. A full length timber veranda is a notable feature, visible from the street. As well as of architectural interest, the schools ability to inform of post-war educational institutions is of historic interest.



Photo 29 Lea Road School



Photo 30 Gainsborough Lea Road station



Photo 31 Shakespeare Street bus shelter



Photo 32 Benjamin Adlard Primary School

5.6.7 Green space and public realm



Photo 33 Street trees on Lea Road

Large areas of rough grassland and grazing lie west of housing on the A156 with large amounts of private green space enabled by large plots. The area between Thorndike Way, Middlefield Lane and Foxby Hill is largely green space comprising sports fields and hedged fields, with allotments to the south east corner. Public green space is limited with Ashcroft Road Community Park, located near the A56/ Stafford Street junction, the only park within the TCA.

The A156 is predominantly residential in character with housing along most of its length. Starting off wide in the south with wide pavement, adjacent boundaries comprising low brick walls and hedges, the road narrows to the north with less hedges and walls present. Behind Willoughby Chase hedges and mature trees on banking enclose the road while approaching the Carr Lane roundabout, red brick terraces with walled front yards lie beyond wide pavements with mature trees on one side (Photo 33).

Areas of Victorian terracing have moderate street section with varying hard boundary treatments, usually a brick wall with concrete coping or wood fencing. These vary in height. Pavements are often of square concrete pavers in grey. In this area preserved historic features includes Cast iron street signs.

5.6.8 Views



Photo 34 View West from Causeway Lane

Where residential development clusters around or runs along roads, views are restricted along the road, these being long and narrow in nature. Elsewhere, the open nature of the TCA enables long panoramic views over the flat open landscape of Bassetlaw to the west beyond the River Trent. This is consistent from most locations within the TCA. Within these views, the West Burton Power Station (Photo 34) is a prominent feature with the Kerry Ingredients site also prominent due to its scale and location.

Views eastwards are available from the rear of development on Sandsfield Lane. These views are curtailed by rising land in the near distance and are of open green space with hedges and trees. Built form is not visible on the skyline. Similar, shorter views are available from Willoughby Chase. Views from the rear of Mayflower Close are curtailed by woodland along the railway track immediately to the east.

5.6.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the maintenance of historic development patterns, the high level of green space and intervisibility between housing development and surrounding rural landscape.

- A large area of well-preserved late 19th and early 20th century terraces is located in the north-east of the TCA which contributes positively to the character and appearance of the area. Well preserved features amongst these include historic cast iron street signs, which are prevalent across this area of the TCA.
- The historic development of the area is evident in both the pattern of housing along the A156 and in the area west of Sandsfield Lane. These areas also generally maintain the form and materials of historic building within the TCA.
- Development within the TCA is contained within well-defined limits, with open green space adjoining. These areas, open and marshy towards the River Trent, and sloping and wooded south of Thorndike Way are important contributors to the character of the TCA.
- The combination of large open space and constrained built development afford open expansive views across much of the area. Visual amenity is enhanced by vegetation and mature trees and is locally distinctive within Gainsborough.

5.6.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to state of repair of older housing, large scale buildings at the junction of A156/Lea Road and Foxby Lane and the quality of the public realm.

- A number of buildings are in a poor state of repair, negatively impacting upon the ability to appreciate the historic significance of the area, this is particularly true in the Riverside Conservation Area south of Bridge Road which is a key element of the historic approach in the town.
- Areas of intact brick terraces are detracted from by modern, unsympathetic use of materials to windows and doors, rendering of exterior brick facades, additional dormer windows, and in some places, the addition of porches.
- The pattern and grain of residential development is interrupted by large scale retail and commercial premises clustered around the 156/Lea Road and Foxby Lane Junction.
- Street trees along the northern part of Lea Road complement the gateway function of the area but few other street trees are evident. Additionally, variable materials and quality of hard boundary treatments detract from the unity and quality of the public realm.

5.6.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These are principally related to the historic pattern of development, historic character of existing buildings and high levels of green space.

- Properties along Lea Road are set back behind front gardens are characteristic of ribbon development within the TCA but vulnerable to increased levels of traffic and road widening.
- Hedged boundaries and mature vegetation including trees within plots along Lea Road characterise this route from the south into Gainsborough and are sensitive to expansion of road infrastructure.
- Residential development that is unsympathetic to adjoining patterns of development detracts from the unified, historic qualities of the TCA. This is observable at Wintern Court which does not acknowledge adjacent ribbon development along the A156/Lea Road.
- Intervisibility between residential development and adjacent open landscape is a characteristic of the TCA that is vulnerable to erosion by unsympathetic street layouts.
- Older residential development in the TCA varies in style but has identifiable areas where certain styles are prevalent. These are sensitive to adjoining development that does not acknowledge the qualities of existing buildings.
- The high proportion of green space within the TCA contributes to its openness and urban/rural edge character; this is vulnerable to development within these areas particularly to the west where development of large scale structures has the potential to detract from expansive views to the west from within the TCA.

5.6.12 Character management recommendations

- New development in the north of the TCA should respond to the linear pattern of development characteristic of this TCA. The density and pattern of new development in this area should take account of its setting and the density and pattern of existing development;
- Proposals for new development should aim to maintain the existing character by maintaining current levels of green space and/or maintaining open, expansive views of green space. Proposals should demonstrate consideration of intervisibility in the pattern of proposed development and a sympathetic relationship between building and plot;
- Proposals for new development along Lea Road should demonstrate consideration of grass verges and/or street trees to complement its gateway function and enhance the quality of the public realm in the area; and
- Remedial action should be taken concerning buildings in a poor state of repair; particularly those within the Riverside Conservation Area south of Bridge Road to prevent further deterioration of historic fabric. This should be discussed with the local authority.

5.7 TCA 06: Gainsborough Town Centre



Photo 35 Market Street

5.7.1 Key characteristics

The key characteristics of Gainsborough Town Centre are as follows:

- The historic character of the area surrounding Gainsborough Old Hall, All Saints Church and other buildings comprising the Town Centre Conservation Area;
- The historic character of Marshalls Yard and the Britannia Works Conservation Area;
- The historic industrial character of the Riverside Conservation Area; and
- Red brick terraces with the part of the TCA extending south from Tooley Street /Lewis Street.

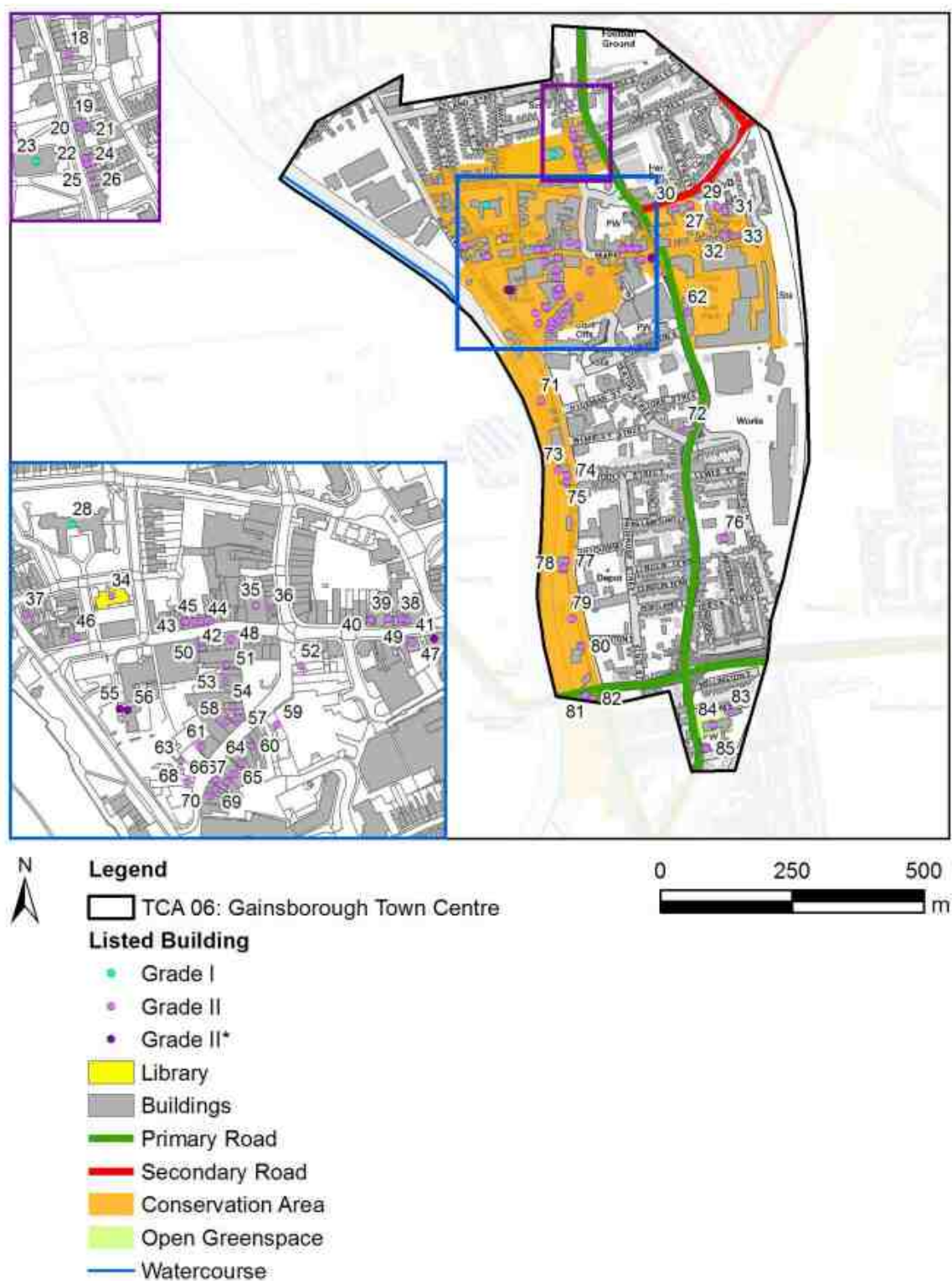


Figure 10 TCA 06: Gainsborough Town Centre

5.7.2 Topography and hydrology

This TCA occupies the area between the River Trent and the scarp slope in the east, as shown in Figure 2 known locally as Downhill Gainsborough. The TCA is largely flat and low lying with the landform under 10m AOD. The eastern edge slopes up making a characteristic climb at Spital Terrace/Spital Hill and elevating areas east of Old Showfields, Ulster Road, Arthur Road, Northolme and Sandsfield Lane. As the railway line skirts the ridge, Gainsborough Central railway station has a prominent position within the TCA.

The River Trent forms the western boundary of Gainsborough and is the main feature influencing the TCA along with the scarp slope. The river severs the town from Bassetlaw to the west and in combination with the scarp slope this has limited both the extent and connectivity of the town.

5.7.3 Movement and connectivity



Photo 36 Trent Bridge

The town's primary routes connecting Gainsborough to the wider region are: The A159, which runs north to Scunthorpe; the A631 which runs east to Hemswell Cliff and west to Rotherham; and the A156 which runs south to Lincoln. The A631 is the largest and busiest of these roads.

The main gateways to the TCA lie at Trent Bridge (Photo 36), the only access point from the west; and the Bridge Road/ Trinity Street/ A631/A156 junction, the main access from the east. Minor gateways to adjoining TCAs lie at the Ropery Road/Gladstone Street junction, the Gladstone Street/Church Street junction and where Spital Terrace passes under the railway bridge.

Locally important routes within the TCA run south-north through it: Connecting the Bridge Road/Trinity Street/A631/A156 junction via Beaumont Street to North Street; and connecting the Flood Road/Bridge Street/Bridge Road junction via Caskgate Street to Ropery Road. These routes ultimately lead through TCA 06 Gainsborough Town Centre to the two gateways within TCA 01 Gainsborough Morton on Front Street. A further node lies at the Roseway/North Street/Spital Terrace junction, which adjoins Corringham Road/B1433, the main connection to TCA 03 and TCA 02.

Pedestrian nodes lie where pedestrian movement and activity is highest due to public transport connections, car parking, heritage attractions and shopping: At the junction of Lord Street/Silver Street, The Market Place and Marshalls Yard. Pedestrian gateways to TCA 03 lie at railway underpasses at Connaught Road, Station Approach and Sandsfield Lane.

The Gainsborough-Grimsby railway line runs along the eastern boundary of the TCA. On the main line to Grimsby on the Sheffield to Cleethorpes route, the station was upgraded and refurbished in 2008.

5.7.4 Land use



Photo 37 Sandars Maltings

Retail development, light industry and residential development are the predominant land uses. Light industry and large scale retail development lies along the Riverside reflecting the historic land use of this area. This extends from Acland Street in TCA 01 to the Flood Road on the southern boundary of this TCA. While Riverside and the west is dominated by light industry or buildings previously used for light industry along its length (Photo 37), a large proportion of the TCA is predominantly given over to retail with the east dominated by large scale retail. Smaller shops and premises are focussed on Market Street, Lord Street and Silver Street within the historic town centre and largely maintaining the historic character.

To the north the historic character continues to the area including Gainsborough Old Hall and All saints Church. To the east, relatively recent shopping developments dominate through their scale and density: This includes Marshalls Yard within the former Britannia Works site, the Tesco site adjacent to the south and the Lidl site adjacent to the west. There is car parking associated with all three in addition to car parking at Caskgate Street, Beaumont Street, Colville Terrace and Bridge Street. Smaller shops are also located further south on Trinity Street (Photo38).

Gainsborough Central railway station occupies a peripheral location to the east of the Tesco site with Gainsborough Bus Station at a central location at the east end of Etherington Street.

5.7.5 Urban structure and built form



Photo 38 Shop fronts on Trinity Street

Residential areas occupy much of the TCA (Photo 39), notably in the south adjoining similar development in TCA 06 Gainsborough/Lea. Elsewhere, more recent residential development contrasts in pattern and form with this older housing (Photo 40).

This TCA includes the area of Gainsborough extant at 1885. In the north, its tight urban grain comprising narrow plots. The buildings line the back of the pavement, fronting onto the street with small-scale commercial buildings and larger, exceptional Victorian buildings. The largely piecemeal street plan of this historic core is largely retained with narrow streets in an organic layout.

Generally comprising Victorian and Georgian buildings, materials generally reflect the historic development of the area with red brick or rendered facades predominant and rich in architectural detail and texture. Later development towards the south of the TCA is looser grained with buildings of larger scale around a simpler street plan. Materials and architectural detail are more varied here due to the range of ages evident in the buildings. The east of the TCA is very coarse grained with large buildings comprising Marshalls Yard and Tesco. Along the riverside large scale light industrial buildings and a supermarket lie to the north. A variety of building forms, often large, are interspersed with small areas of open space to the southern end of the Riverside. Overall, Riverside has a neglected appearance with many buildings either vacant, derelict or in poor repair.

Changes in the scale of development are associated with their age, with older buildings usually no more than three storeys high, with a few taller buildings the exception, these being the four storey former warehouses at Sandars Maltings and other buildings up to four storeys tall on Lord Street. Enclosure is loosely consistent throughout the TCA with areas of open character largely restricted to those along the riverside. Taller buildings concentrated on Lord Street, creates a narrow street section with a higher sense of enclosure in this area and the nearby Market Place.



Photo 39 The former Albert Theatre at the end of Tooley Street



Photo 40 Heaton Street

5.7.6 Heritage assets



Photo 41 Gainsborough Old Hall

Scheduled monuments

There are no scheduled monuments located within this TCA.

Listed buildings

A total of 65 listed buildings are located within this LCA. These are largely located within the three conservation areas that are discussed within the following section.

Six grade II listed buildings are located outside of conservation areas. Three of these are associated with the former Church of St John the Divine (NHLE 1063540). The church was constructed from 1881 in red brick in a French Lancet Gothic style, and has been converted into a performance and arts space.

The former Church of Holy Trinity (NHLE 1063496), constructed in three phases from 1841 has similarly been converted to an arts space and is now known as the Trinity Arts Centre (Photo 42). The remaining two listed buildings (1 and 3 Southolme (NHLE 1307008) and 10-6 Church Street (NHLE 1063509) reflect the 18th and 19th century domestic character on the edge of the town centre prior to the development outside of the centre from the late 19th century.



Photo 42 Trinity Arts Centre

Conservation areas

Town Centre Conservation Area

The Gainsborough Town Centre Conservation Area covers an area of historic core which is considered to be of special historic and architectural interest and was designated in 1986. This has been divided into three principle areas: The Old Hall (Photo 41) and its surroundings; the Church of All Saints and its surroundings; and, the main shopping areas of Lord Street, Market Place and Silver Street. A total of 39 listed buildings are located in the conservation area falling primarily within the three character areas and are indicative of the character of these areas.

The area referred to as the Old Hall and its surroundings comprises the open space focused around the Old Hall and the low density and high quality residential development constructed around the hall in the 19th and 20th centuries. The Grade I listed Old Hall (NHLE 1359773) itself, built in the late 15th century, comprises an H plan manor house constructed of timber framing and red brick. Surrounding later buildings are typically set back from the pavement by gardens and are constructed of red brick with a mix of rendered upper storeys, mock timber framing and other features, which are responsive to the Old Hall. The grade II listed Gainsborough Library (NHLE 1424936), located immediately south of the Old Hall and facing towards it (Photo 43), was constructed in 1905 in a Tudor revival style in response to the Old Hall, and it is of a scale as to not take focus from the hall.



Photo 43 Gainsborough Library

To the immediate north-east of the Old Hall character area is the grade I listed Church of All Saints (NHLE 1147378) and its surroundings. Constructed in the mid-18th century, the church is of a neo-classical style with a 14th century tower and surrounded by open green space. This open and green character provides relief from adjacent areas of high density development, particularly Church Street which is a close grained historic commercial street. 72-78 Church Street (NHLE 1063549) typifies the mixed domestic and commercial character of buildings in this area as an 18th century row of houses which have had shops inserted into the south ground storey.



Photo 44 Church of All Saints

The main shopping areas largely reflect the medieval street plan of Gainsborough's historic core. The medieval nature of the core is reflected in the narrow streets which appear organic in layout with long narrow pavement edge plots fronting onto the street. Buildings are however, dated primarily to the post-medieval and modern periods. They comprise small-scale commercial buildings with notable larger Victorian examples such as the Town Hall. Red brick or rendered facades dominate the historic fabric of the area. 25 of the conservation area's 39 listed buildings are located in the main shopping area, all of which are grade II listed, reflecting the well preserved historic character of the area. Typical examples include: the Tiger Inn (NHLE 1168100) constructed of brick, now painted, in a Georgian classical style; 16 Silver Street (NHLE 1063487), a multiphase commercial building with origins in the 18th century and occupying a long narrow plot; and, 21 Market place (NHLE 1168158), a mid-late 19th century bank constructed in the Jacobean style.

Two grade II* listed buildings are located to the east of the main shopping streets surrounded by modern development and now disassociated from the historic core. These comprise Eslwithia Hall (NHLE 1063547) and associated gate piers (NHLE 1359751), a large 18th century town house constructed of red brick.

The Heritage at Risk Register identifies England's historic sites 'that are most at risk of being lost as a result of neglect, decay or inappropriate development'. The Town Centre Conservation Area is considered a Conservation Area at Risk by Historic England, and is included on this list. This is a result of neglect in the conservation area, and the condition has been assessed as 'very bad' although improving.

The Town Centre Conservation Area Appraisal, published by West Lindsey District Council, should be consulted for further information.

Riverside Conservation Area

The Gainsborough Riverside Conservation Area comprises a long and narrow strip of land on the eastern banks of the River Trent. While the southern tip of the conservation area lies within TCA 05 Gainsborough/Lea it has been considered in its entirety here. The area is largely taken up by buildings with a limited number of open spaces in between buildings. Buildings are typically industrial and commercial and range in date from the 18th century to modern. In the 1970s, there was wholesale demolition of 18th and 19th century houses to accommodate the widening of Bridge Street. This is regarded as having had a detrimental impact on the

character of the area. This has subsequently become increasingly neglected as industry has declined. The significance of the area as an industrial inland port town has led to the desire to preserve this declining element of the town's character and architectural and historic interest and its designation as a conservation area.

A total of 11 listed buildings are located in the conservation area, and these primarily reflect the historically industrial and commercial character of the area. A typical example is 110 Bridge Street (NHLE 1063546), a mid 19th century four storey red brick warehouse. In the south of the conservation area is Gainsborough Bridge (NHLE 1370384), built 1787-91 by William Weston in coursed ashlar stone. The east of the bridge is flanked by two late 18th century toll houses (NHLE 1359747). These assets form an important element of the historic approach into Gainsborough which is well preserved with little influence from modern development.

The Riverside Conservation Area Appraisal, published by West Lindsey District Council in 1993, should be consulted for further information.

Britannia Works Conservation Area

In the east of the town centre is the Britannia Works Conservation Area, which focuses on the former Britannia Works and adjacent areas of high quality historic development. The area can be divided into two primary character areas. The first character area is within the northern and western part of the conservation area. It comprises historic development focused around Market Street, Spital Terrace and Spring Gardens, dating to the 18th and 19th centuries. This part of the conservation area reflects a shift in the developmental history of Gainsborough as the town's wealthier inhabitants chose to live outside of the medieval core. The abundance of large town houses dating to this period is a manifestation of this trend. The Grade II* former Court House (NHLE 1063525) on Market Street is the most significant building in the area from this period, constructed in 1759 in a decorative Georgian style. The remaining 11 grade II listed buildings in the character area largely reflect the residential historic character of the area.

The second character area comprises the former Britannia Works itself, which is grade II listed (NHLE 1253202). Built from 1849, the Britannia Works comprises a number of industrial buildings of the former works of Marshall & Sons Co. Ltd. Since 2007, when it was converted to a shopping centre, the works have been known as Marshall's Yard. The shopping centre has integrating the elements of the surviving 19th century industrial character into modern retail spaces. Although redeveloped into a new use the historical industrial character prevails.

The Britannia Work Conservation Area Appraisal, produced by West Lindsey District Council in 1999, should be consulted for further information.

Local list recommendations

A number of buildings and structures have been identified within this report which positively contributes to the character and heritage of the area. These are as follows:

- The former Albert Hall (Photo 45) theatre on the corner of Lewis and Trinity Streets dates to the late 19th century; it is built of red brick with a later stucco neo-baroque façade. The buildings are a unique and striking type in Gainsborough and its significance is derived from architectural interest, as well as historic interest in the site's historic role in the social lives of the residents of Gainsborough and wider area.
- The Parish Church Primary School (Photo 46) is dated to the early to mid-19th century, and comprises a single storey building constructed of red brick. The school is of historic interest to the development of educational provisions in the town.
- The Fanny Marshall Memorial Institute (Photo 47) opened in 1896. Built by James Marshall, and dedicated to his wife, as a hall and gymnasium for the local community. The two storey structure is built of red brick, with stone dressings, and a plaque and clock on the Church Street elevations. The buildings, as well as of architectural interest, is of historic interest as evidence of the fashion for philanthropic activities followed by Gainsborough's industrialists.
- The former Plough Inn (Photo 48) was built after 1921 in a polite classical style in red brick with stone dressings. Of note are an open pedimented doorcase with engaged Tuscan columns and the gilt and engraved plaque pub sign. The building is of high architectural quality and interest. It also contributes to the social history of the town and is of historic interest.



Photo 45 The former Albert Hall theatre



Photo 46 Parish Church Primary School



Photo 47 The Fanny Marshall Memorial Institute



Photo 48 The former Plough Inn

5.7.7 Green space and public realm



Photo 49 Green space at All Saints Church

Several small areas of green space are provided by landscape settings within the TCA: At Gainsborough Old Hall, All Saints Church (Photo 49) and Trinity Arts Centre. These areas comprise grass with mature trees, with Gainsborough Old Hall having a hedged boundary. All Saints Churchyard and the grounds of Gainsborough Old Hall are protected as part of the setting for these listed buildings and contribute to the quality of the surrounding area. Other small pockets of green space, semi mature and mature trees are sporadic. While these are relatively low in amount, their dispersal throughout the town centre is notable.

The Market Place (Photo 50) is located on a historic route through the town. It has been resurfaced with natural stone sets throughout. Street trees are absent from the square. Similarly, Silver Street and Lord Street are surfaced with porphyry setts and narrow in section, reflecting their history and acknowledged by their pedestrianisation. Shopfronts are a mix of styles with a number of poor quality mid-late 20th century additions to detract from the area. Market Street is wider in section and open to traffic. It generally comprises lower shopfronts with yorkstone paving. Street furniture including bollard streetlamps and bins is contemporary throughout, either painted grey or stainless steel. Public realm within the historic core is of good quality and in good repair in contrast to much of the public realm beyond this area.



Photo 50 Market Place



Photo 51 Lord Street

Silver Street and Lord Street (Photo 51) are pedestrianised and provide access to the retail and historic core of the town. Silver Street is narrow and surfaced with porphyry setts, laid in a fan pattern where it meets Lord Street, where the porphyry setts are restricted to the middle portion of the street with pavers to the remainder.

5.7.8 Views



Photo 52 View south west from Riverside Walk

As a result of the variety of built form and pattern of development in the TCA, views vary from long distance panoramic views from the riverside (Photo 54) to short, framed views within the oldest parts of the town. Major landmarks within the conservation areas, such as Gainsborough Old Hall and All Saints Church, tend to be viewed obliquely and/or from relatively nearby in views made available by open settings.

Views west from the riverside are the most open. Within these views the Kerry Ingredients site and West Burton Power station beyond are prominent landmarks on the skyline in the distance. These are seen in the context of the surrounding flat farmland within Bassetlaw. The scarp slope effectively screens views to the east.

5.7.9 Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the large number of historic buildings and overall traditional human scale of the streetscape within the town centre.

- A large number of historic buildings survive that positively contribute to the character and appearance of the area which has been recognised in the designation of three Conservation Areas within the TCA.
- The tight grain of development and pavement edge properties within the main shopping areas creates a sense of enclosure that contrasts with the open areas surrounding the Old Hall and the Church of All Saints. As well as being a source of visual interest in the north of the TCA, this provides a softer boundary with the south of TCA 01 Gainsborough Morton promoting a sense of continuity and connectivity between the two areas.
- The historic approach into Gainsborough over Gainsborough Bridge remains relatively unaltered, today. The port and its historic interest are still visible and is an important part of the experience on arrival to Gainsborough.
- Buildings are typically two to three storeys in height, a limited number are taller in height such as Sandars Maltings and buildings on Lord Street. This has helped to conserve the traditional domestic and human scale of historic streetscapes, which have their origins in the medieval period. This maintains the prominence of key landmarks, such as the Church of All Saints. As a result, taller historic industrial buildings inside the Riverside Conservation Area are also more visible.



Photo 53 Lord Street



Photo 54 Gainsborough Old Hall

5.7.10 Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the condition of historic buildings, recent development that is unsympathetic to the features, materials and styles of these buildings, and the quality of the public realm throughout the town centre, which lacks continuity, is often cluttered and lacks a coherent character.

- A number of buildings are in a poor state of repair and negatively impacting upon the ability to understand the historic interest of the area.
- The proliferation of uPVC windows, doors and drainage goods on historic buildings, particularly within the TCA's three conservation Areas, detract from the distinctive character and appearance of the area and are not sympathetic to traditional materials and styles.
- Some new development has employed architectural features and styles, which reference the historic character of the town centre. The application of these features, without appropriate consideration to scale and massing, and the types of materials chosen such as uPVC and other synthetic materials, are incongruent with the historic fabric and traditional materials used elsewhere within the settlement.
- Gainsborough Central railway station lacks easy pedestrian access, and is disconnected from the centre of Gainsborough and other public transport links.
- A lack of continuity exists between the key public realm areas of Marshall's Yard, the town centre and the riverside.
- Traffic obstacles and lack of clear signage contribute to street clutter alongside a lack of consistency in elements of the public realm that detracts from the quality of the TCA.
- Bridge Road and the A631 present considerable barriers to the flow of pedestrians between the south of the Gainsborough Central TCA and Gainsborough/Lea TCA.

5.7.11 Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the historic pattern of development, the resulting urban grain and the scale of buildings within the TCA.

- The Silver Street/ Market Place/Lord Street area makes a large contribution to the historic character of the town centre that is vulnerable to the changes in scale, plot widths and building proportions.
- Major landmarks within the TCA have landscape settings that include trees and vegetation otherwise lacking within the area. These spaces are vulnerable poor management and decreasing environmental quality resulting from various factors including traffic.
- The Town Centre Conservation Area is identified as a conservation area 'at risk' by Historic England and its condition has been assessed as 'very bad'. However, this condition is considered to be as improving. Further information on conservation areas at risk can be found at <https://historicengland.org.uk/advice/heritage-at-risk/conservation-areas-at-risk/>.

5.7.12 Character management recommendations

- Remedial action should be taken concerning buildings in a poor state of repair; particularly those within the Town Centre Conservation Area which has been included on the Heritage at Risk Register to prevent further deterioration of historic fabric. This should be discussed with the local authority. Historic England has published 'Stopping the Rot: A guide to enforcement action to save historic buildings' (HE, 2016) which could help guide discussions with the local authority;
- Building on Lincolnshire County Council's Streetscape design manual, a public realm strategy should be undertaken to identify where the historic character of the town centre and the conservation areas within could be enhanced by improvement of the public realm. This strategy should build on the evidence base provided by an Open Space Audit and strategy, and an adopted list of non-designated heritage assets;
- New development should consider the relationship between primary areas of public realm, i.e. Marshall's Yard, Town Centre and the Riverside, and should aim to enhance pedestrian permeability between these areas. This should also include links to Gainsborough Central railway Station and other public transport links;

- New development should seek to conserve and enhance the distinctive character of Gainsborough. This should include shop fronts; the size, shape, colour, style of lettering and materials should be sympathetic to the building and the area, and should consider the relationship between neighbouring buildings;
- New development which takes a considered and appropriate approach to design, in a contemporary style, is often more sympathetic to the historic fabric and townscape than poorly executed historically referenced designs. Therefore proposals for new buildings which employ the imitation of historic architectural styles, using cheaper modern materials and a lack of consideration to proportion and massing of local historic buildings, should be considered less appropriate; and
- A review of shop frontages should be undertaken and a strategy developed for local retail across the town centre including development of a Shopfront Design Guide for shops along Lord Street, Silver Street and Market Place. This would establish standards to be maintained in the construction or alteration of shop fronts along these streets and provide an evidence base for the development of policies and guidance relating to shop fronts along these streets and from which much of the character of the town centre is derived.

6. Managing Change



Photo 55 Vacant buildings and Whittons Mill on the riverside

The character of Gainsborough described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area has changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of Gainsborough's character will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Gainsborough Neighbourhood Plan.

6.1 Summary of positive aspects of character



Photo 56 Whittons Mill detail

A summary of the positive aspects of character within Gainsborough is provided in this section.

There are a number of positive aspects of character which should be sustained, reinforced or enhanced by the development of appropriate policies within the Gainsborough Neighbourhood Plan. These relate to the character of residential developments, scale of new buildings, provision of green space and retention of historic buildings and development pattern both within the historic core and in remaining areas of the town.

- Overall, residential development within Gainsborough maintains a generally consistent appearance, with a significant proportion acknowledging historic construction of two –storey terracing and the use of red or buff brick with buff sandstone detailing.
- Older parts of the town retain their characteristic grid based street pattern and dense terraced development that contributes much to the overall character of the town. Within TCA 01 Gainsborough Morton this includes most of the area between North Warren Road/North Marsh Road to Gladstone Street/Spital Terrace; within TCA 05 Gainsborough/Lea this includes the area between Sandsfield Lane, the A156/Lea Road and the Sheffield–Lincoln railway line; within TCA 06 Gainsborough Town Centre this includes much of the area south of Tooley Street/Lewis Street to the Sheffield–Lincoln railway line.
- Newer parts of the town comprising post war development have a looser grain with relatively high levels of green space between buildings. In association with plot size this has enabled a high level of private green space within the larger part of TCA 02 Castle Hill & Gainsborough/Corringham and at TCA 05 Gainsborough/Lea.
- Where trees are present, they have a positive influence on the character of the surrounding area, for example within the landscape settings of heritage assets within TCA 06 Gainsborough Town Centre. Provision of street trees, although generally low, also has a beneficial effect to contribute to the character of several areas: Along Ropery Road, Morton Terrace, A156/Lea Road, Sandsfield Lane, The Avenue, Lime Tree Avenue and Hawthorn Way.
- Improvements to the public realm within TCA 06 Town Centre have contributed to the quality of the area by providing public green space at Whitton Gardens and high quality surfacing and street furniture on Market Street, Silver Street, Lord Street and the Market Place.

- Heritage assets within the Riverside, Town Centre and Britannia Works Conservation Areas combine to present a strong historic character within TCA 06 Gainsborough Town Centre. Gainsborough Old Hall, All Saints Church, Sandars Maltings and Marshalls Yard have been well maintained and maintain a localised historic character, cultivating the character of the TCA.

6.2 Issues to be addressed



Photo 57 Vacant land on Bridge Street

The following issues have been identified which could be addressed through new development or active management. These are principally related to a loss of historic street pattern, the erosion of legibility and intervisibility, an increase in streetscape clutter, the quality of public open space, and the presence of derelict or vacant sites.

- Much of the town west of the railway line is characterised by terraces of buildings that address the street. The pattern and grain of recent development differs from this pattern detracting from the overall character of the town most noticeably at Sunningdale Way in TCA 02 Castle Hill & Gainsborough/Corringham, off Birchwood View and Ravendale Road in TCA 03 Middlefield and The Pines in TCA 04 Park Springs.
- Terraced buildings within the town generally focus long views along adjacent roads. Where recent street layouts are planned in character or based on a loop, longer views along roads are curtailed by housing.
- Within TCA 03 Middlefield and TCA 04 Park Springs, short terraces back onto the street with garages and varying hard boundary treatments combining to clutter the streetscape.
- High quality public realm is noted within TCA 06 Gainsborough Town Centre. Elsewhere the quality of materials, quality of street furniture, low provision of street trees and levels of maintenance combine with the quality/repair of hard boundaries to adjoining properties to detract from the quality of the public realm.
- Modern additions including uPVC windows, dormer windows and porches erode the quality of historic buildings.
- Public greenspace is underutilised and/or unvarying in its quality. Within TCA 03 Middlefield and TCA 04 Park Springs where short terraces have afforded public green space between buildings, the size of these areas precludes their use for amenity yet they are maintained as grass lawn offering little visual amenity.
- Low provision of street trees exacerbates the open qualities of TCA 03 Middlefield, TCA 04 Park Springs and TCA 05 Gainsborough/Lea, lowering the residential atmosphere of the areas. Similarly, Morton Terrace,

Corringham Road, Cox's Hill/Heapham Road and A156/Lea Road provide gateways and/or primary routes into the town that is not reflected by the provision of street trees.

- Derelict and vacant sites have a high presence within TCA 06 Gainsborough Town Centre and particularly evident within the Riverside Conservation Area. In combination with large areas of pre-20th century development within the town centre, and post-war development outside the town centre that is often characterised by poor maintenance, these detract from the overall character of the town.

6.3 Character management recommendations



Photo 58 Facades at Bridge Street

In order to address the issues highlighted above, recommendations for managing change should focus on sustaining, reinforcing or enhancing those aspects which promote high quality development, that enhance streetscapes and green infrastructure, improves connectivity between the town centre and areas beyond the settlement pattern which had been laid out by 1885; and that reflect the historical development of Gainsborough and its origins as an inland port.

6.3.1 Recommendations

In addition to recommendations suggested for each TCA, a number of general recommendations with five broad aims responding to the aspects above are relevant throughout the Neighbourhood Area. These are presented below and should be considered when defining policies with respect to heritage and character.

6.3.1.1 Promoting high quality development

- Development of design codes for future residential development within Gainsborough building on the findings of this report and reflecting the defining characteristics of each TCA should be developed. These should seek to establish quality thresholds for proposed developments specific to each TCA;
- Design proposals should demonstrate how they will respond to enhance the character of the local area. Proposals should seek to maintain positive aspects of character and resolve Issues to be addressed as outlined in this report;

- Design proposals should conserve and enhance the character of the relevant TCA. New development should take account of its setting and should seek to maintain local character by being of similar pattern, density, scale, and mass to that of neighbouring development; and
- Good quality design should be demonstrated in design proposals. New development should comprise high quality design and demonstrate the use of principles of good design that responds to and integrates with local character.

6.3.1.2 Enhancing streetscapes

- New development should respond to the streetscape in which they sit, should seek to retain existing boundaries and complement existing materials, detailing and features of the streetscape, and should generally be in keeping with the existing scale, height and roofline of their immediate setting;
- Design proposals should demonstrate sensitivity to existing streetscape. Proposals should show respect for established qualities of the surrounding streetscape including separation between buildings, plot widths, building lines, boundary treatments such as walls, railings or hedges and spatial qualities of front gardens;
- Careful consideration of effects on the streetscape should be demonstrated within design proposals. The provision of adequate refuse and recycling storage incorporated into the scheme including bin storage for flats, individual houses or collectively per street or area and use of hedging and/or trees for highway boundaries should be promoted wherever possible;
- Design proposals should seek to provide off-street parking wherever possible with garages set back from the street frontage or located between houses so as to not dominate the street scene. Garages within design proposals should demonstrate consideration of the street scene and maintain the same character or reflect the architectural style of the proposed development; and
- High quality materials and a high standard of workmanship should be applied in the repair of buildings, pavements and the public realm.

6.3.1.3 Enhancing green infrastructure

- TCA 01, 02, and 03: Local green spaces identified by any Green Space Audit within Gainsborough that are of significant environmental, landscape or historical value should be considered for designation as Local Green Spaces in consultation with the relevant local community. This is anticipated to include Mercer's Wood in TCA 01, Castle Wood and adjoining green space at West Lindsey Leisure Centre within TCA 02, and Theaker Avenue Local Nature Reserve and the cemetery at Cox's Hill in TCA 03;
- Improvements to facilities within green spaces should be made in response to a Green Space Needs Assessment, informed by a Green Space Audit and in consultation with respective communities;
- A Green Infrastructure strategy should be developed for Gainsborough. This should seek to connect existing green corridors and spaces that are of amenity and/or ecological value and establish where new links could be made with the aim of providing a coherent network of Green Infrastructure throughout Gainsborough; and
- Provision of public green spaces such as public parks should be included in new residential developments and responding to a Green Space Needs Assessment and Green Infrastructure Strategy. Clearance and derelict sites should be considered as both temporary and permanent green spaces, and considered in consultation with relevant communities for inclusion on the Assets of Community Value Register.

6.3.1.4 Improving connectivity

- A strategy addressing the need for pedestrian and cycle only routes throughout Gainsborough should be developed. This should seek to connect existing routes and establish where new links could be made with the aim of providing a network of pedestrian and cycle only routes throughout Gainsborough; and
- Design proposals for new development should include opportunities to enhance or provide new connections for pedestrians and cyclists in line with any strategy developed in response to the need for pedestrian and cycle only routes.

6.3.1.5 Reflecting historical development

- TCA 01, 02, 03, 05 and 06: The list of non-designated heritage assets, which have been identified within this report as positively contributing to the character of the Neighbourhood Area, should be considered in the production of any formally adopted list of non-designated heritage assets. Historic England has published 'Local Heritage Listing' (HE, 2016); this should be used as a guide to discussions with the local planning authority. Any list of non-designated heritage assets should be created in conjunction with West Lindsey District Council; and
- Consultation with local communities regarding the Assets of Community Value Register should be undertaken with a view to protecting buildings and land deemed important to the respective community's well-being.

6.3.1.6 Projects and Initiatives

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106.

Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- Enhancement and expansion of existing footpaths leading to the pedestrian bridge east of Marlborough Street and Heapham Road South;
- Provision of street trees along Park Springs Road, Riseholme Road and Glentham Avenue;
- Enhancement and expansion of existing footpaths leading to the railway underpasses at Stafford Street and A631/Lea Road;
- Provision of further street trees along the primary route along A156/Lea Road;
- Development proposals for new buildings, public realm and public art to strengthen the sense of arrival within the town centre within the historic core: Along Lord Street, Market Street and Silver Street, and within Market Place. Similar consideration should be given to proposals at the gateways to TCA 06: Gainsborough Town Centre: At Trent Bridge, the Bridge Road/ Trinity Street/ A631/A156 junction, and the minor gateways to adjoining TCAs at the Ropery Road/Gladstone Street junction, the Gladstone Street/Church Street junction and where Spital Terrace passes under the railway bridge; and
- A plan should be prepared to set out the commitments to the management and future replacement of trees which considers resilience to environmental change.

7. Next steps and sources of further information

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Gainsborough Neighbourhood Plan. As such, it does not provide a comprehensive overview of the contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan making process, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the Gainsborough Town Council Local Plan.

Other work which would strengthen the evidence base and provide a basis to monitor and manage future change includes:

- A review of shop frontages within the town centre with a view to subsequent development of a Shopfront Design Guide for shops along Lord Street, Silver Street and Market Place and development of a strategy for local retail within TCA 01:Gainsborough Town Centre;
- A detailed architectural study of buildings within the town to better understand their value and contribution to the towns history;
- Development of detailed townscape assessments of the TCAs identified in this report and building on the elements of character outlined above. These would seek to establish elements contributing to townscape character within each TCA at a level of detail sufficient to inform the development of design guides for each TCA;
- A Green Space Needs Assessment to determine where and what types of green space are required to be developed building on the evidence base provided by a Green Infrastructure audit. Consequent development of a Green Infrastructure strategy should aim to preserve and enhance existing green spaces and networks of greenery to be connected to green spaces provided by new developments; and
- An Open Space strategy building on the evidence base provided by an Open Space audit. The Open Space audit would record the amount, type and quality of public open space within Gainsborough with the aims of preserving and enhancing existing open space and establishing the requirements and standards of quality to be met by new open space proposed within the strategy.

A wealth of further information and support is available to assist Gainsborough in applying the principles and recommendations set out in this assessment. The Locality website is a useful starting point and is updated regularly. Current guidance which may be of interest includes:

- Community Rights and Heritage, July 2016: <http://mycommunity.org.uk/resources/community-rights-and-heritage/>
- Heritage in Neighbourhood Plans, July 2016: <http://mycommunity.org.uk/news/heritage-in-neighbourhood-plans/>
- Design in Neighbourhood Planning, February 2016: <http://mycommunity.org.uk/resources/design-in-neighbourhood-planning/>

Further technical support is also available to priority neighbourhood planning groups and forums through Locality, funded by DCLG. The other packages of support currently available are:

- Establishing a Neighbourhood Forum
- Housing Advice and Assessment
- Site options and assessment
- Urban Design and Master planning, including Design Codes
- Strategic Environmental Assessment (SEA)
- Environmental Impact Assessment (EIA)
- Habitats Regulations Assessment (HRA)
- Viability of proposals
- Evidence Base and Policy Reviews
- Facilitation Support
- Technical Facilitation
- Health check prior to examination

Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality: <http://mycommunity.org.uk/resources/guidance-notes-neighbourhood-planning/>

8. References

- Gainsborough Town Centre Heritage Masterplan. (2017) West Lindsey District Council
- Gainsborough 2020 Town Plan (2015) Gainsborough Town Council
- Gainsborough Regained - The Masterplan (2007) West Lindsey District Council
- Britannia Works Conservation Area Appraisal (1999) West Lindsey District Council
- Gainsborough Riverside Conservation Area Appraisal (1993) West Lindsey District Council
- Central Lincolnshire Local Plan 2012-20136 (2017) Central Lincolnshire Joint Strategic Planning Committee
- Gainsborough Neighbourhood Plan Consultation Evidence: Executive Summary (2018) RAGE
- Streetscape Design Manual (2016) Lincolnshire County Council. Available:
<https://www.historicengland.org.uk/listing/the-list/>. Last accessed 9 Feb 2018.
- Heritage At Risk. Historic England. Available: <https://historicengland.org.uk/advice/heritage-at-risk/>. Last accessed 9 Feb 2018.
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<http://parishes.lincolnshire.gov.uk/gainsborough/section.asp?catId=15107> . Last accessed 9 Feb 2018.
- Gainsborough - A Brief History. Gainsborough Town Council. Available: <https://www.west-lindsey.gov.uk/my-services/planning-and-building/conservation-and-environment/conservation-areas/> . Last accessed 9 Feb 2018.

Appendix A - Historic maps

Appendix B - Schedule of heritage assets

ID	LIST ENTRY	NAME	GRADE	EASTING	NORTHING	LIST DATE
1	1063516	PARISH CHURCH OF ST PAUL	II*	480991	391461.3608	12/05/1977
2	1168246	GATEPIERS TO NUMBER 94 (ASH VILLA) TO THE SOUTH WEST	II	481280	391310.3608	12/05/1977
3	1063526	ASH VILLA	II	481328	391337.3608	12/05/1977
4	1307110	LODGE TO RICHMOND HOUSE	II	481298	390955.3608	12/05/1977
5	1359740	RICHMOND HOUSE	II	481377	390920.3608	12/05/1977
6	1063528	10 AND 12, MORTON TERRACE	II	481431	390491.3608	12/05/1977
7	1307077	8, MORTON TERRACE	II	481428	390456.3608	12/05/1977
8	1063527	4 AND 6, MORTON TERRACE	II	481417	390441.3608	12/05/1977
9	1359741	BURBURY HOUSE	II	481421	390423.3608	12/05/1977
10	1063511	HIGHFIELD GRANGE FARMHOUSE	II	483028	390569.3608	12/05/1977
11	1359763	PROSPECT HOUSE	II	482101	390439.3608	12/05/1977
12	1063513	IRON GATES AND GATEPIERS TO NORTH WEST OF HICKNAM HILL	II	481913	390157.3608	12/05/1977
13	1063512	HICKMAN HILL	II	481925	390128.3608	04/04/1964
14	1063495	LODGE TO SUMMER HILL HOUSE	II	482106	390111.3608	12/05/1977
15	1306965	SUMMER HILL HOUSE	II	482268	390091.3608	04/04/1964
16	1261882	WATER TOWER	II	482095	390066.3608	14/08/1992
17	1370384	GAINSBOROUGH BRIDGE	II	481454.0851	389076.6641	28/02/1952
18	1063509	106, CHURCH STREET	II	481478	390204.3608	12/05/1977
19	1063550	88 AND 90, CHURCH STREET	II	481486	390145.3608	12/05/1977
20	1359753	84 AND 86, CHURCH STREET	II	481486	390140.3608	12/05/1977
21	1308565	80 AND 82, CHURCH STREET	II	481493	390139.3608	12/05/1977
22	1063549	72-78, CHURCH STREET	II	481492	390113.3608	14/04/1964
23	1147378	PARISH CHURCH OF ALL SAINTS	I	481448.775	390110.6441	14/04/1964
24	1308559	68 AND 70, CHURCH STREET	II	481493	390108.3608	12/05/1977
25	1359752	66, CHURCH STREET	II	481497	390098.3608	12/05/1977
26	1063548	62 AND 64, CHURCH STREET	II	481499	390086.3608	12/05/1977
27	1168458	CLEVELAND HOUSE	II	481707	390012.3608	12/05/1977
28	1359773	THE OLD HALL	I	481320	390012.3608	04/04/1964
29	1063515	CLERGY HOUSE TO ROMAN CATHOLIC CHURCH OF ST THOMAS OF CANTERBURY	II	481759	390008.3608	12/05/1977
30	1063492	14, SPITAL TERRACE	II	481679	390005.3608	12/05/1977
31	1063514	ROMAN CATHOLIC CHURCH OF ST THOMAS OF CANTERBURY	II	481774	390001.3608	12/05/1977
32	1063493	POLICE STATION	II	481770.795	389955.5363	12/05/1977
33	1063494	35 AND 37, SPRING GARDENS	II	481790	389954.3608	12/05/1977
34	1424936	Gainsborough Library	II	481353.94	389950.3939	04/06/2015
35	1063519	WHITE HART HOTEL	II	481479	389942.3608	04/04/1964

36	1359737	1, CHURCH STREET (See details for further address information)	II	481495	389937.3608	12/05/1977
37	1063510	2A, ROPERY ROAD (See details for further address information)	II	481279	389934.3608	12/05/1977
38	1168201	31 AND 33, MARKET STREET	II	481606	389930.3608	12/05/1977
39	1063524	29, MARKET STREET	II	481594	389930.3608	12/05/1977
40	1063523	25, MARKET STREET	II	481579	389929.3608	12/05/1977
41	1359739	35 AND 37, MARKET STREET	II	481610	389929.3608	12/05/1977
42	1168107	39, LORD STREET	II	481437	389929.3608	12/05/1977
43	1063518	31 AND 33, LORD STREET	II	481418	389928.3608	12/05/1977
44	1359736	37, LORD STREET	II	481432	389928.3608	12/05/1977
45	1168100	THE TIGER INN	II	481426	389928.3608	12/05/1977
46	1359774	7, LORD STREET	II	481323	389915.3608	04/04/1964
47	1063525	COUNTY COURT BUILDINGS	II*	481634	389913.3608	12/05/1977
48	1063520	32, LORD STREET	II	481457	389912.3608	12/05/1977
49	1168215	FRIENDS' MEETING HOUSE	II	481615	389910.3608	12/05/1977
50	1307142	24, LORD STREET	II	481433	389905.3608	12/05/1977
51	1168165	22, MARKET PLACE	II	481454	389890.3608	12/05/1977
52	1063521	5 AND 7, MARKET PLACE	II	481518	389889.3608	12/05/1977
53	1063522	30, MARKET PLACE	II	481453	389875.3608	12/05/1977
54	1359738	34 AND 36, MARKET PLACE	II	481459	389854.3608	12/05/1977
55	1359751	GATEPIERS TO ELSWITHA HALL	II*	481361	389852.3608	12/05/1977
56	1063547	ELSWITHA HALL	II*	481368	389851.3608	04/04/1964
57	1307125	PREMISES OCCUPIED BY CURTERS	II	481464	389844.3608	12/05/1977
58	1168330	4, SILVER STREET	II	481453	389841.3608	12/05/1977
59	1168158	21, MARKET PLACE	II	481497	389838.3608	12/05/1977
60	1359762	1 AND 3, SILVER STREET	II	481475	389820.3608	12/05/1977
61	1063529	10, SILVER STREET	II	481432	389819.3608	12/05/1977
62	1253202	BRITANNIA WORKS	II	481702	389809.3608	14/11/1989
63	1063487	16, SILVER STREET	II	481414	389807.3608	12/05/1977
64	1168373	5 AND 7, SILVER STREET	II	481466	389805.3608	12/05/1977
65	1063488	11 AND 13, SILVER STREET	II	481460	389795.3608	12/05/1977
66	1307036	21A, SILVER STREET	II	481444	389790.3608	12/05/1977
67	1063489	15, SILVER STREET	II	481454	389788.3608	12/05/1977
68	1307047	18, SILVER STREET	II	481420	389788.3608	12/05/1977
69	1063490	23 AND 25, SILVER STREET	II	481444	389782.3608	12/05/1977
70	1063491	27, SILVER STREET	II	481439	389776.3608	12/05/1977
71	1063542	20, BRIDGE STREET	II	481424	389641.3608	12/05/1977
72	1307008	1 AND 3, SOUTHOLME (See details for further address information)	II	481701	389587.3608	12/05/1977
73	1359748	54, BRIDGE STREET	II	481458	389510.3608	12/05/1977
74	1063543	56 AND 58, BRIDGE STREET	II	481474	389501.3608	01/12/1976
75	1063544	62, BRIDGE STREET	II	481474	389489.3608	01/12/1976
76	1063496	TRINITY ARTS CENTRE (FORMERLY CHURCH OF THE HOLY TRINITY)	II	481773	389381.3608	12/05/1977
77	1063545	90, BRIDGE STREET	II	481472	389338.3608	12/05/1977
78	1359750	92, BRIDGE STREET	II	481468	389325.3608	12/05/1977
79	1063546	110, BRIDGE STREET	II	481483	389229.3608	12/05/1977

80	1147367	134 AND 136, BRIDGE STREET	II	481501	389177.3608	04/04/1964
81	1359747	FORMER TOLL LODGES TO GAINSBOROUGH BRIDGE TO NORTH AND SOUTH SIDES OF THE EAST END OF THE BRIDGE	II	481509	389083.3608	12/05/1977
82	1063517	2, LEA ROAD	II	481522	389077.3608	12/05/1977
83	1063539	SCHOOL BUILDING OF ST JOHN THE DIVINE	II	481785	389051.3608	12/05/1977
84	1063540	FORMER CHURCH OF ST JOHN THE DIVINE	II	481750	389027.3608	12/05/1977
85	1359746	VICARAGE OF ST JOHN THE DIVINE	II	481737	388983.3608	12/05/1977

