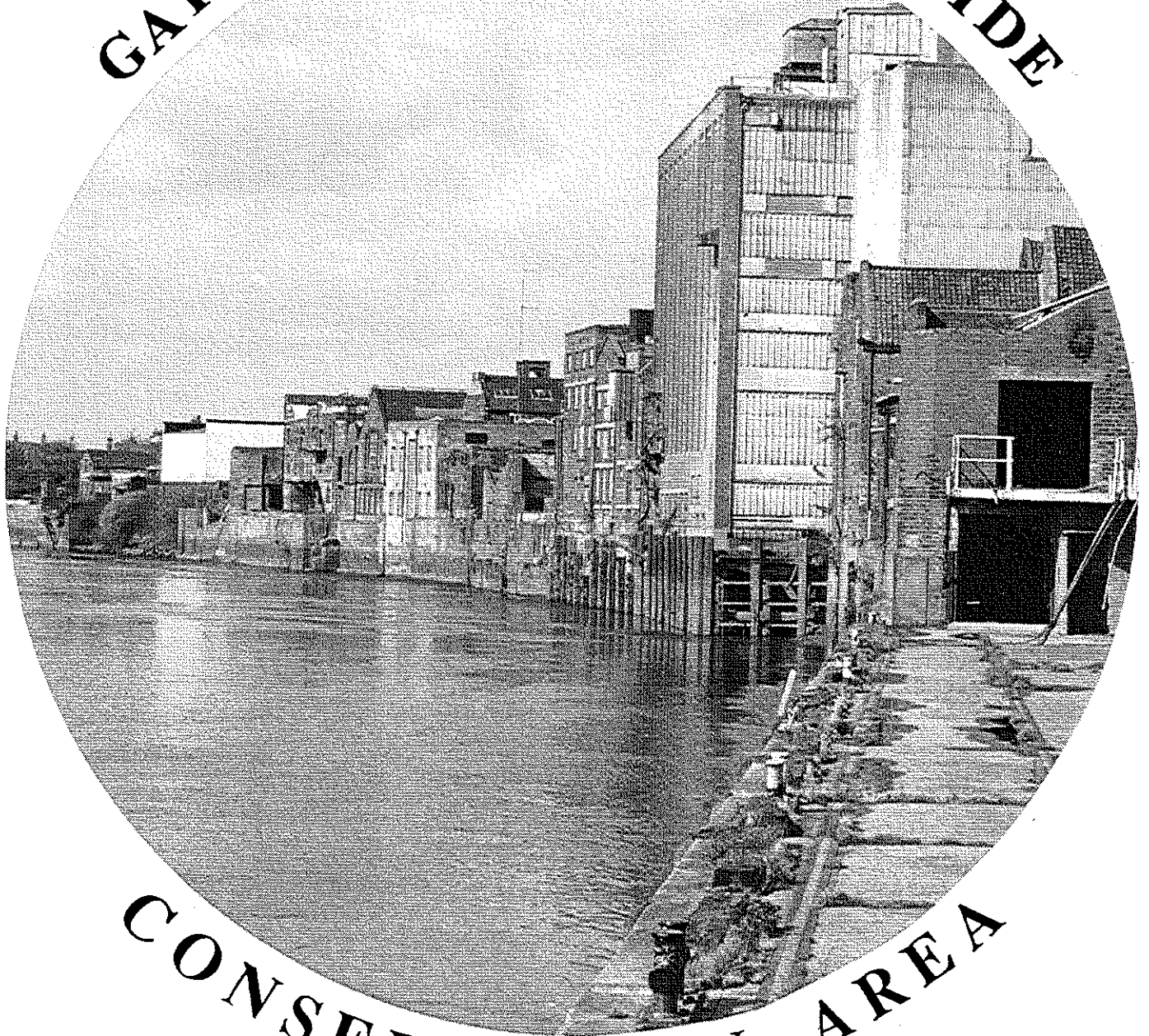


GAINSBOROUGH RIVERSIDE



CONSERVATION AREA

West Lindsey District Council

GAINSBOROUGH RIVERSIDE CONSERVATION AREA

A draft report was prepared in June 1992 for consultation purposes and was circulated for information and comment to the Town Council, local businesses and residents, and local and national organisations with conservation interests. The Conservation Area was designated in November 1992 and this document sets out the policy of the District Council for this part of the town.

GAINSBOROUGH RIVERSIDE CONSERVATION AREA

INTRODUCTION

- 1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that every local planning authority shall from time to time determine which parts of its area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, and shall designate those areas as Conservation Areas.
- 2 West Lindsey District Council is of the opinion that there is an area beside the River Trent, within Gainsborough, which warrants Conservation Area status, as it has special merit architecturally and historically. This area is a mixture of uses, mainly industrial and commercial, amongst which are several unused sites and buildings.

PLANNING POLICY

- 3 Gainsborough has been considered in planning terms as a main centre for industry and commerce, shopping and housing. Thus the development policies which have been operated, have been formulated with this in mind, whilst the provision of appropriate facilities and infrastructure to support these aims has been encouraged. Detailed policies for the town are set out in policy documents available from the District Council. No policy included within this Conservation Area report will be in conflict with any Local Plan policies. Where they are particular they should be seen as adding to Local Plan policies with specific regard to the Conservation Area.

HISTORY

- 4 Gainsborough has a history as a port going back to the Middle Ages, but its importance grew with the rapid development of water transport in the eighteenth century, following the industrial revolution. As the numbers of canals and navigations linked to the River Trent grew, the town was able to take advantage of its location as a transhipment point from inland to sea going vessels. Consequently as well as serving its own hinterland as before, it increasingly took on an important role in local, regional, national and international trading.
- 5 The cargoes imported, exported and transhipped from river to sea going vessels were very varied. These included coal, limestone, general goods and groceries, timber, seeds and grain. The two last named commodities have been of more recent importance, and this is reflected in the types of buildings surviving with an emphasis on milling and malting.
- 6 The coming of the railways had a dramatic effect on water-borne traffic, which fell drastically after the mid nineteenth century. However, despite fluctuations, the traffic has never ceased altogether, and still today coasters and barges can be seen on the river.

THE RIVERSIDE TODAY

- 7 The maritime activity has left its mark in the riverside buildings and wharfs. It is perhaps ironic that to see the legacy at its best it

must be viewed from outside the town, from the west bank of the river. Here, the approach is very dramatic. Few towns in the United Kingdom have grown up on one side of a river only, and here the river provides a sharp and arresting break between open countryside on the one hand, and a wall of buildings on the other.

- 8 Not surprisingly, given its history, the urban view is of an industrial townscape, and many of the buildings are now neglected. This townscape is nonetheless important, as part of the history of the town and deserves to be recognised. Buildings of the 18th, 19th and 20th Centuries are well represented and many are in themselves of architectural and historic interest.
- 9 Roads and the needs of present day traffic have a significant and generally damaging effect on the character and appearance of the area. The Gainsborough Bridge is the only road crossing of the River Trent in the town and is thus the major approach to it from the west, carrying the A631 across the river. At the eastern end of the Bridge is a busy road junction controlled by traffic lights where the A631 meets with the A156 which provides links to Lincoln to south along Lea Road. Both the A631 and A156 are heavily used, and are part of the County's strategic road network, carrying a major amount of through traffic including a high volume of heavy goods vehicles. The Conservation Area includes buildings on Lea Road (A156) south of the Bridge (A631).
- 10 North of the junction, Bridge Street forms the eastern boundary of the conservation area. Within the town, the street is the main north/south road route, west of the town centre. Accordingly, it also carries much through traffic, as well as serving the town centre, and its car parks, together with a number of industrial and commercial concerns adjacent to it.
- 11 The traffic flows along the roads have been largely dictated by circumstance, and reinforced by traffic management measures over the years. Indeed, the successive widening of Bridge Street was only completed in the mid 1970's. Measures to reduce traffic flows on the road through and adjacent to the conservation area would be of benefit.
- 12 In 1986 the District Council designated the Gainsborough Conservation Area. This includes land in and around the town centre and includes land adjacent to it up to the River Trent. Within this are a row of buildings to the north of Chapel Staith on Caskgate Street. To be comprehensive as far as the Riverside Conservation Area is concerned, reference to these buildings has been included in the Appendix to this report even though they are in an adjacent Conservation Area.
- 13 It does not follow that because the riverside is a neglected area it is not worthy of conservation. Indeed, because from time to time proposals for redevelopment have been made, and the District Council are pursuing a strategy of regeneration, there is a need for detailed study. The District Council commissioned a study by consultants entitled Trent Riverside Development, Gainsborough; this has been followed up in relation to Conservation with this Report and the intended designation of the Conservation Area. Any decisions or changes that may come about should only be taken in the knowledge of what buildings are important so that efforts can be made to ensure

their future, and where appropriate redevelopment opportunities can be taken. It is to help guide these decisions that this report has been prepared.

THE CONSERVATION AREA

- 14 The area consists of a long narrow corridor of land hemmed in between the River Trent and Caskgate Street/Bridge Street/Lea Road. It consists largely of buildings, with a few open spaces marking cleared sites. The buildings are a mixture of dates from the eighteenth century to the present day. Many have been rebuilt or adapted to accommodate changing processes and uses, and to reflect changing economic conditions. They are in a variety of ownerships.
- 15 It is probably because of the narrow linear nature of the area and number of ownerships, that the buildings have survived the wholesale redevelopment that has taken place to the east of Bridge Street. Coincidentally this characteristic has resulted in the preservation of the character and appearance of the town in the landscape, viewed from the west. Large sites have been extremely difficult to create, between the road and the river.
- 16 Bridge Street was, up to the middle of the present century, a very narrow, sinuous street. In the last thirty years or so it has been progressively widened, with land being taken along its eastern boundary. The wholesale demolition of large areas of eighteenth and nineteenth century housing east of Bridge Street, followed by the creation of modern industrial and commercial premises in their place, has resulted in a radical change of character. Only one small section of this earlier street exists, now forming a layby outside 6 to 18 Bridge Street, an important historic survival.
- 17 The surviving buildings which it is considered important to retain because of their role in the history of the town, and/or their contribution to the area's architectural heritage, are identified on the map and set out in Appendix 1. Most of them would benefit from remedial work, and several are either unused or in a semi-derelict or derelict state. Included here would be the Baltic Oil Mill, and the Maltheuses at 90, 92, 104 and 110 Bridge Street. In 1989 planning permission was granted for the erection of flats on the Baltic Oil Mill site, which would involve the demolition of the Mill itself. Others that do have an economic use would benefit from some sympathetic improvements; removal of rendering and window alterations at the Rowing Club; shop front alterations at the former Co-op; window alterations, removal of signs, and reinstatement of chimneys at 136 Bridge Street; advertisement signs at 20 Bridge Street and window alterations at 18 Bridge Street. However, it is fair to say that generally, there is no building included in the Appendix as important that could not benefit from some careful restoration or sympathetic alteration.
- 18 As far as buildings not identified as important are concerned, it is necessary to point out that by and large they do play a role in determining the character of the area, contribute to the appearance which it is intended to conserve, and could also be refurbished to the advantage of the area as a whole. Their redevelopment, however, is an option.

- 19 There are no buildings that it is suggested their removal would make a positive improvement to the environment. However, there are two in particular that are of an unfortunate unsympathetic design, at odds with their surroundings. These are the car spares depot immediately north of Chapel Staith, and the rear single storey extensions to the Club at 136 Bridge Street.
- 20 Apart from buildings there are also open spaces within the area. These take two forms, firstly, narrow access points between buildings down to the waters edge, identified on the map, and secondly, cleared sites and circulation spaces alongside existing premises. There are four examples of the former between the Bridge and Chapel Staith, with Chapel Staith being the widest, the most prominent and of the greatest historic interest in that it was at one time the site of the Pilot Office and Custom House. These should be maintained. However, of the latter type of open space, there are none in the area considered to be worthy of protection from development. In general, the natural access requirements of the sites, it is considered, will ensure that there will be open spaces within the frontage.
- 21 Having emphasised the importance of Chapel Staith as an open space, it must be recorded that it is in a poor state of repair. Add to this other adjacent problems already identified, the poor design of the building to the north, the semi-derelict state of Baltic Mill to the south, and that the area lies at the south end of Silver Street, one of the town's principal shopping streets, and the area becomes a prime case for a scheme of environmental improvement including the use of interpretative materials to record and disseminate its historical importance.
- 22 There are few trees within the area, limited to and associated with existing and former gardens at the rear of 2 Lea Road and 136 Bridge Road. The area is predominantly one of hard townscape and tree and shrub planting, is not, and should not, necessarily, form an important consideration of development proposals and enhancement projects.

POLICIES AND ACTIONS FOR CONSERVATION

a General

- 23 Planning legislation is enshrined in various Acts of Parliament. To set it out in detail would make this report unduly long, and perhaps confuse the Conservation issues with others. With this in mind the following paragraphs have been written solely to relate to the Conservation Area, and the ADDITIONAL controls on development Conservation Area status imposes. for more detailed information on particular aspects of relevant legislation, readers are invited to contact the Planning Department.
- 24 Within the Conservation Area the following policies and actions will be pursued by the District Council. The emphasis is on control rather than prevention but to ensure that any new development accords with its special qualities, and constitutes an enhancement or improvement in the character and appearance of the area.
- 25 Any application for planning permission for development that, in the opinion of the Council, is likely to affect the character or



"... to see the legacy at its best it must be viewed ... from the west bank of the river." Para 7.

2 Lea Road – an early C19 house, a Grade II Listed Building.



appearance of the Conservation Area will be advertised for public comment. In this event, there will be a period of 21 days within which people can respond, and any comments made will be taken account of by the District Council in reaching a decision. Such planning applications will usually be within the area, but they may also be outside, on the fringe of the area.

- 26 The acceptability or otherwise of any proposed new buildings within the Conservation Area will, in many cases, depend on the detailed siting and external appearance of the buildings and the material to be used in their construction. The Council may therefore refuse to consider outline applications. Additional information may be required indicating any or all of the following; siting, design and materials of construction of any proposed building works.
- 27 Applications for new uses or changes of use will be granted permission only if it is considered that the proposed use will not detract from the appearance and character of the Conservation Area, and where all other criteria can be satisfied. The District Council may require an applicant to submit additional details in support of an application to enable them to reach a decision.

b Existing Buildings

- 28 Important buildings are those so identified on the map with this report; they are those considered to contribute essentially to the character, special appearance or history of the area.
- 29 Where proposals are made for buildings considered to be Important, every effort will be made to conserve them. This means their repair and refurbishment to maintain or enhance their appearance and character. Alterations to them involving partial demolition or removal of later extensions may be acceptable where this is not considered detrimental to the essential character or appearance. New uses for these buildings may also be acceptable (indeed in some cases desirable) providing there is no harm to their character, or to the character and appearance of the Conservation Area.
- 30 Where development involving total or partial demolition or alteration of a building identified as being Important in this report is involved, the District Council may require a record to be made of the building as it exists, prior to any work being undertaken. This record is then to be submitted to the District Council. This is not considered to be an onerous task as, as a matter of course, an initial survey of any building will normally be required as part of the development process and plans prepared.
- 31 Redevelopment proposals for existing open sites and for buildings not considered to be important in themselves will be considered, taking account of the principles set out in this statement. However, refurbishment proposals for individual buildings will normally be acceptable, where the refurbishment is economically viable, where there will be no detrimental visual effect on the Conservation Area, and where associated spatial requirements for factors such as parking and loading can be catered for. The omission of a building from the list of Important Buildings at Appendix 1 to this report does not necessarily imply that they should be replaced where this is not justified.

- 32 Where derelict sites or buildings form the subject of approved redevelopment proposals, the District Council will not normally permit site clearance and demolition works until full details of any scheme for replacement buildings and/or uses have been approved and thereafter only as site preparation work immediately prior to new building work starting.
- 33 It should be noted that in addition to the provision made for controlling the demolition and alteration of "listed" buildings, the Planning Acts require that within Conservation Areas, consent is obtained from the District Council before buildings or parts of buildings, are demolished.
- 34 Permission from the District Council, called Conservation Area Consent, will be required for demolition of:-
- *Any building or part of a building with a total cubic content of more than 115 cubic metres. (Except for a Listed Building, see paragraph 36 below)
- *Any gate, wall, fence or railing which is more than 1 metre high if abutting a highway (including a public right of way), or elsewhere any gate, wall, fence or railing which is more than 2 metres high.
- 35 If, in the opinion of the District Council, the proposed alteration of any building not Listed as being of Architectural or Historic Importance, (ie a Listed Building), is likely to detract from its appearance, or the appearance of the area, the Council will consider serving a Building Preservation Notice, which then applies for a six months period the same control to the building as if it were Listed. This allows time for the Secretary of State to decide whether the building should be placed on the Statutory List of Buildings of Architectural or Historic Interest.

Listed Buildings

- 36 The fact that a building is listed as of special architectural or historic interest does not mean that it will be preserved intact in all circumstances, but it does ensure that the case for its preservation is fully considered, through the procedure for obtaining listed building consent. This applies to all Listed Buildings whether they are within a Conservation Area or not. Appropriate alterations to Listed Buildings may be given consent.
- 37 Anyone who wants to demolish a listed building, or to alter or extend one in any way that affects its character, must obtain 'Listed Building Consent' from the District Council. The procedure is similar to that for obtaining planning permission, but is free of charge. Details can be obtained from the District Planner.
- 38 It is an offence to demolish, alter or extend a listed building without having first obtained Listed Building Consent.
- 39 Anyone wishing to redevelop a site on which a listed building stands will need both Listed Building Consent for the demolition, and planning permission for the new building. Planning permission alone is not sufficient to authorise the demolition. Similarly, anyone wishing to alter a listed building in a way which would affect its

character, and whose proposed alteration amounts to development for which specific planning permission is required will also need to apply for planning permission and for Listed Building Consent. This can include external painting.

- 40 If an application for Listed Building Consent is refused by the local planning authority, or granted subject to conditions, the applicant has a right of appeal to the Secretary of State.
- 41 The owner of a Listed Building for which Listed Building Consent, involving a measure of demolition, has been granted, is required to give one month's notice of his intention to carry out the work to the Royal Commission on Historical Monuments so that they may be able to make such records of the building as may be necessary. This is in addition to any requirement of the District Council to make a record as set out in paragraph 30 of this report.
- 42 Listed Buildings within the conservation area are included and identified in Appendix 1.

c Existing Industrial and Commercial Activity

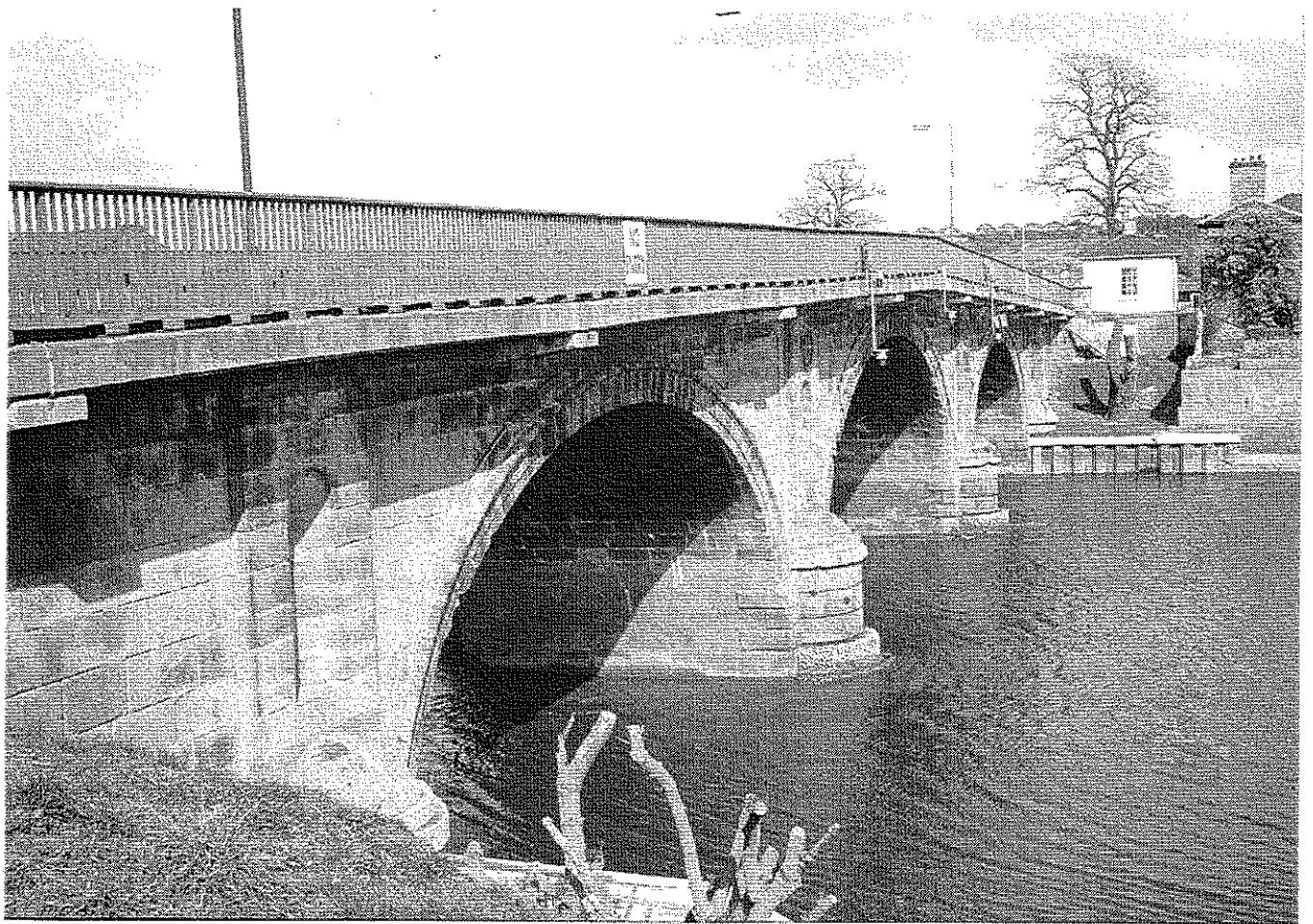
- 43 The District Council will, subject to an overall scheme for the regeneration of the Riverside Area (which is greater in extent than the Conservation Area), make every effort to maintain or improve the viability of existing industrial and commercial uses in the area, including, where appropriate, activity directly related to the use of the river for recreation or trade. Where, however, a use may be considered to be unsuitable for the area by virtue of noise, traffic generation, fumes, or other adverse impact upon the area, and relocation is an alternative, then the District Council will encourage this.

d Spaces

- 44 Spaces are very important in determining the character of an area, in this case, the spaces defined by the buildings. One of the major characteristics of the river frontage are the narrow gaps between developed sites which lead, via steps, over the modern flood wall, down to the river, and these will be maintained, safeguarded or incorporated into any agreed new development proposals. These are identified on the map with this report. The main characteristic of the river frontage is of a developed frontage, and open spaces between the river and road only occur where buildings have been demolished, or where access through to the river for vehicles is required. These breaks in the built frontage present opportunities for westward views over the river over open countryside. However, while there is a tradition of open gaps, buildings on continuous frontages predominate, and should continue to do so in any future development or regeneration proposals.

e Design and Materials

- 45 The building lines to which the roadside frontages of existing buildings are constructed are important to the character of the area. Any new development should accord with this, that is, building up to the back of the footway, unless there is a good, clear justification for not doing so.



"The Gainsborough Bridge is the only road crossing of the River Trent in the town ..." Para 9.

"The buildings are a mixture of dates from the eighteenth century to the present day." Para 14.



- 46 On the river frontage, buildings generally are built up to the waters edge, with exceptions where space was required between building and river for wharfage. It is expected that any new development would conform with this, unless, again, there is a good clear justification for not doing so. In particular in this regard is the desire of the District Council to improve access to the river bank for pedestrians possibly in the form of a continuous walkway/promenade along the east bank of the River Trent. It may be that in some places such a promenade could be incorporated into a redevelopment scheme on the site concerned subject to technical and financial feasibility, by means of a "board walk" or similar structure projecting out from the bank, over the river itself (at high tide). In other places, redevelopment proposals may create an opportunity along the river bank itself.
- 47 Existing buildings are up to seven storeys high, but nowhere lower than two. Any new buildings will be expected to be of at least two storeys, or its equivalent, whereas normally buildings of three or four storeys are likely to be consistent with the character and appearance of the area.
- 48 The materials to be used in new buildings, or in extensions to existing buildings should, in colour and texture, be in harmony with the traditional buildings along the riverside. This means generally the use of red or light brown coloured bricks for walls and pantiles, Welsh slate or red or brown concrete tiles, for roofs. Modern corrugated industrial sheeting is generally at variance with the traditional materials used in the area. Furthermore the materials should not be brightly coloured and should be such that they will weather to colours which blend in with the character and appearance of the area.
- 49 The external painting of walls has generally been avoided and in future should be avoided wherever possible. One of the significant characteristics is the exposed brickwork of the buildings. External painting requires regular maintenance, which, if it does not take place, can lead to buildings becoming unkempt in appearance, to the detriment of the surrounding area. It is more in keeping with the environment to clean, repair and repoint existing walls without painting. This will not apply to any wall covered in stucco, that is, a cement render, which is meant to be painted.
- 50 The proportion of door and window sizes in an elevation is of great importance in the creation and maintenance of building character and quality. When alterations are contemplated the size and shape of the aperture should be retained, with windows of traditional design and modern construction inserted wherever possible. Traditional design means, for example, windows of a style to reflect the age and design of the original appearance.
- 51 The replacement of traditional windows with modern double glazed units presents particular problems. In these, any glazing bars are often sandwiched between flat panes of glass, and the proportions of making new frames to match existing can be a problem. On buildings in sensitive locations such as Conservation Areas, therefore, it is better to consider secondary double glazing as an alternative.

- 52 In open spaces, new walkways etc should similarly use traditional materials, to blend harmoniously with the present fairly subdued character and appearance of the area.

f Archaeology

- 53 Gainsborough occupies a site that has been used intensively by man for many centuries. Very little is known about early occupation, particularly adjacent to the river. As such, it is important to take opportunities to investigate buried archaeology, where circumstances permit, prior to any development taking place during which it will be destroyed. For this reason, developers will be asked at the application stage to provide archaeological information to enable decisions to be taken on development proposals. Furthermore, archaeological investigation prior to, or while development work is underway, may be required as a condition of any grant of planning permission. It would be prudent for intending developers to consider government advice in PPG16: Archaeology and Planning, and to have discussions with the Lincolnshire Sites and Monument Records Officer at Lincolnshire County Council.

g Flood Defences

- 54 The river flood defences may be a visual factor on the appearance of the river frontage. The National Rivers Authority is responsible for flood protection and developers are advised to discuss any proposals likely to have an impact on flood defences with the National Rivers Authority, at an early stage.

h Grants for the Repair and Maintenance of Buildings

- 55 Within the limits of such funds as may be afforded from time to time under the Planning (Listed Buildings and Conservation Areas) Act 1990, the District Council will consider making grant-aid available towards the repair and maintenance of older buildings. Buildings do not have to be Listed as being of Special Architectural or Historic Interest (ie a Listed Building), but they must, in the opinion of the District Council, be of importance in the local street scene. The amount of grant-aid made available is usually related to the excess costs incurred by the owners in their maintenance and repair arising from the use of special materials or workmanship to preserve their character and appearance. Potential applicants are advised that no works should be carried out before approval for grant-aid has been confirmed. Those buildings which are considered to be most important in contributing to the character of the Conservation Area are set out in Appendix 1, but there may be other buildings, both inside and outside the Area, on which work may be grant-aided.

i Other Grants

- 56 The District Council have a scheme of grant-aid to support work which will result in environmental improvement, the number of schemes in any one year being limited by the funds available. The type of work which can benefit from this is not specified because of the great variety of projects which can achieve the desired results. Projects can be identified by an individual, local organisation, Company, Town Council or the District Council. The main criteria is that some local improvement must be achieved or the preservation of an existing

attractive environment which is under threat. An applicant, landowner, or the sponsoring organisation is expected to make a financial contribution also. Each application is treated on its individual merits. Details are available from the Planning Department.

- 57 Grants relating to non-conservation aspects of development for example derelict land grants, grants from the European Community and the Government may be available for some forms of development and some land uses. Before embarking upon any proposals for extending, intensifying or changing the use of any site in the Conservation Area, developers are advised to discuss their plans with the Economic Development Unit of West Lindsey District Council and/or Lincolnshire County Council.

j Public Participation

- 58 Although the District Council has powers of control in Conservation Areas, the success of such areas depends to a large extent on the willingness of land and building owners within Conservation Areas to participate with the planning authority in furthering the aims of conservation. In this respect the planning authority will always be willing to offer help or advice to any property owner or member of the public on any matter concerning conservation. It is in the interests of the local population to do this as it protects their environment, and may enhance the value of property.

k Enhancement

- 59 Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that planning authorities shall pay special attention to the desirability of enhancing the character of Conservation Areas. The District Council envisage that apart from opportunities which might arise from time to time for the promotion of a particular improvement, generally such schemes will be promoted locally, taking advantage of the funds available as set out in paragraphs 55, 56 and 57 above.



54 to 62 Bridge Street, a group of Listed Buildings.

104 to 110 Bridge Street, former maltings, now disused.



Important Buildings
Numbers refer to Map

This list includes all those buildings which by virtue of their design and their materials contribute most strongly to the character of the area. It includes all the Listed Buildings within the Conservation Area, that is, those identified by the Department of the Environment as having special architectural or historic interest. The exclusion of any building from this appendix, does not indicate that it has no beneficial contribution to make to the character or appearance, but that it is either of modern materials, or has been altered such that its original character has been changed significantly.

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| 1 | Gainsborough Rowing Club
(In Town Centre Conservation Area) | C18 with C20 alterations. 2-storey L shape, with attic, central chimney stack. East and north elevations rendered. Pantiled roof with raised brick gables, pair of flat topped dormer windows. Two modern casements to first floor, narrow toilet windows to ground floor. Rear elevation is of red brick, with balcony/patio at ground floor level overlooking river. 4-panel main door with plain fanlight, bordered by square pilasters with plain entablature carried on brackets. |
| 2 | 22 Caskgate Street
(In Town Centre Conservation Area) | Late C19 building in office use. 3-storey, painted brick on both front and rear elevations, with concrete tiled roof. New shop front to ground floor, 2 modern windows to first floor, 2 vertical sliding sashes at second floor. Wall chimney stack on south side. |
| 3 | 22-30 Caskgate Street
(In Town Centre Conservation Area) | Row of four shops with modern shop fronts, 2-storey red brick with concrete tiled roof. Nine modern casements to first floor. These are shop conversions from an early C19 building. |
| 4 | Baltic Oil Mill | Early C19 central section, 4-storeys with rectangular roof turret. Stone floors and iron columns. Metal industrial windows, loading doors on all floors on both elevations. Later lean-to extensions to both sides, both with corrugated asbestos roofs. That to south has a mid C20 facade to the road, mainly in red brick. That to the north is red brick, with pilasters and decorated eaves. The original building was probably built as a bonded warehouse for the port, the customs house was nearby at Chapel Staith. The later extensions |

probably date from 1860's when the Mill was first operated, with machinery brought here from Trent Port Mill at Marton.

- 5 6-10 Bridge Street
Former Co-op building. 2-storey; mainly red brick, with Welsh slate roof. Roadside elevation has ashlar dressings with an off centre roof gable. The gable is topped with a broken pediment dated 1907. The ground floor has three modern shop fronts inserted but the original entrance survives off centre with GCS in ironwork fanlight. Four columns on plinths divide the shop fronts, the outer two, square in section, the two inner, round. All have decorated cornice. Nine first floor sash windows have plain lower sections with 3 x 3 pane upper sections.
- 6 18 Bridge Street
Listed Building
Main section C18, three storeys, red brick with stone cornice, quoins and first floor cill band. Ground floor has modern front, with above, two rows of five modern windows, fitted flush, brick flat arches with keystones, and bracketed cills. Coped tumbled gables to either side and to rear, Welsh slate roof. 2-storey extension to south incorporates a datestone inscribed "I and W Hornby, 1762". Later rear cement rendered extension to riverside.
- 7 20 Bridge Street
2-storey, late C19/early C20 re-front of an earlier building, now used for car repairs and servicing. Red brick with some stone detailing, and part render, to roadside elevation.
- 8 24 Bridge Street
C19, 3-storey, now used for car sales. White painted brick to road, with ground floor rendered, red brick to rear, corrugated asbestos roof.
- 9 Dalgety Flour Mill
Flour Mill, built in 1936 for Whittons. Four and seven storey block of red brick. The taller block is one of the most dominant buildings in this part of the town. The facades are divided by brick pilasters on both river and road elevations, the latter having rows of windows between.
- 10 54 Bridge Street
Listed Building
C18, 3-storey and attics in red brick with a brick coped pantiled double pile roof. Two tall round headed brick panels to the road contain windows to left, and access doors to each floor to right.

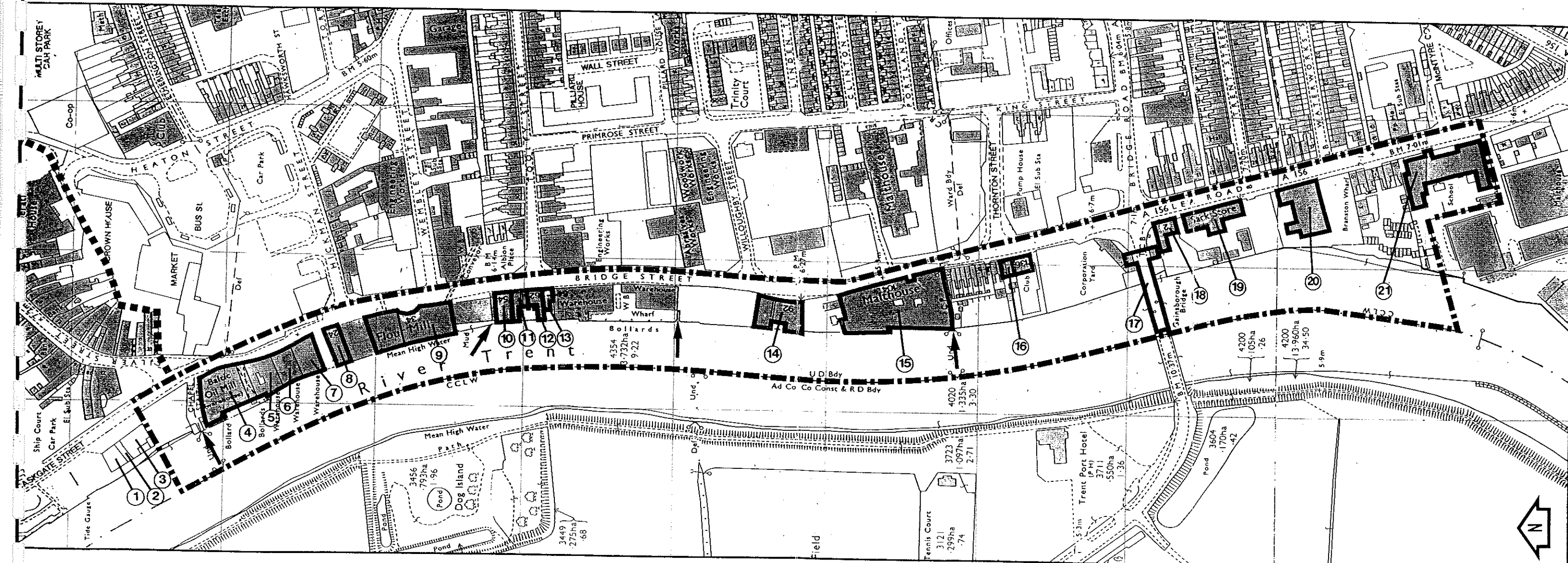
- Centre door on ground floor. Later similar, but slightly lower, extension to riverside at rear.
- 11 56 Bridge Street
Listed Building
- Late C18. Recently refurbished 3-storey red brick, pantiled roof with brick coped gable to south. Ground and part first floor have a tall, wide access to rear broken through, closed to the street by a sliding door. First floor has two, 2nd floor four small paned vertical sliding sash windows.
- 12 62 Bridge Street
Listed Building
- 2-storey C18, red brick house. Pantiled roof to rear, front elevation being renovated. Brick coped gables to north and south. Central doorway flanked by 2 pairs of modern casements. Five similar windows above.
- 13 64 Bridge Street
- Late C19 2-storey house, red brick with slate roof having central chimney stack. Modern casement windows, and modern door to left.
- 14 90 and 92 Bridge Street
Listed Building
- Early C19 warehouses now out of use. 90 has gable end to road, 4-storey, in brick with raised and coped gables and corrugated asbestos roof. All openings on road elevation blocked and rendered. Rear elevation similar, except for one top floor access doorway. 92 has a hipped asbestos roof with ventilation tower. 3-storeys, red brick, with some blocked openings. Hoist access doors to road in centre.
- 15 104/110 Bridge Street
Listed Buildings
- Former maltings, now disused. Long range of buildings of more than one date, probably dating from late C18 through to late C19. Four storeys, filling site between river and road, with rows of small openings on all floors. All roofed with industrial sheeting except a small slated hipped roof section to the south-west corner. Second section from left on roadside incorporates a roof ventilator. It is of the late C19, and immediately behind a parallel range with tumbled gable indicates an earlier conversion from housing.
- 16 134 & 136 Bridge Street
Listed Building
- Pair of houses, now Club, 136, and Dentists Surgery, 134. C18, 3-storey with basement. Cill bands, moulded eaves cornice. Six windows on each of first and second floor, all flush, with keystones and flat brick arches. Those

to 134 are sliding sashes, those to 136 modern. Three ground floor windows, similar, with sliding sash to 134. Right-hand side has elliptical arched carriageway entrance with rusticated head, and keystone. Doorway to each property has fluted Doric columns supporting entablature, 6 panel doors in round arches. 134 has iron railings to front.

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| 17 | Gainsborough Bridge
Listed Building | 1787-91 in York stone. Three arches, modern iron handrail dating from footway alterations in 1964. At town end is a pair of late C18 or early C19 former toll houses, square rendered single storey lodges, with hipped slate roofs and central stacks. |
| 18 | 2 Lea Road
Listed Building | Early C19 houses, 2-storey, red brick with hipped Welsh slate roof and two brick stacks. All windows sliding sash. Three to first floor with cill band, and stone lintels. Two ground floor bay windows either side of a central 6 panelled door with radiating fanlight. Doric doorcase with fluted columns. |
| 19 | | 2-storey building, dating from the early C19, with an early C20 higher office block at the northern end. Both 2-storey, red brick with slate roofs, part of storage block pantiled to rear. Office has decorated terracotta ridge tiles and central chimney. |
| 20 | | Industrial premises, formerly Marshalls Power Station, 1918. Red brick of varying heights, equivalent to two and three storeys. Asbestos roof sheeting. Road frontage includes 6 large industrial recessed windows with half circular arches with keystones. Datestone to left inscribed "MS & Co Ltd 1918". |
| 21 | South County Infants School | School, 1911. Red brick with slate roof, gables raised, stone coped, with kneelers. Decorated eaves courses. Central 7 bay section, ridge parallel to road, the 6 bays to left symmetrical, 2 and 4 having gabled dormers. Bays divided by stepped buttresses. Central octagonal ventilator, chimneys at either gable, with raised dutch gabled wings. 7th bay has single storey porch for "Senior Girls", advanced. At either end are two further bays at right angles, each of 2-storey flanked by single |

storey. Contemporary windows set in brick reveals under brick arches with keystones.

GAINSBOROUGH RIVERSIDE CONSERVATION AREA



- TOWN CENTRE CONSERVATION AREA
- CONSERVATION AREA
- IMPORTANT BUILDINGS
(NOS REFER TO APPENDIX 1)
- ➔ RIVER ACCESS POINTS

PLANNING DEPARTMENT
WEST LINDSEY DISTRICT COUNCIL