

Appendix G:

Character Assessment



Saxilby with Ingleby Village Character Assessment

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1. Introduction

1. Introduction

Purpose of the Assessment

1.1 Character assessments record the special qualities that give an area its sense of place and unique identity. They are widely recognised as useful tools, helping to aid the planning, design and management of future development in a particular locality.

1.2 The National Planning Policy Framework (NPPF) recognises the value of local distinctiveness and supports the use of characterisation studies, such as character assessments, to underpin and inform planning policy. Specifically, paragraph 58 of the NPPF states that:

“Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments: respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.”

1.3 This Village Character Assessment provides an overview of the key qualities and characteristics that define the parish of Saxilby with Ingleby. It has been prepared in support of a larger project: the production of the Saxilby with Ingleby Neighbourhood Plan. Once adopted, the Neighbourhood Plan will be used by West Lindsey District Council when considering planning applications for development within the parish area.

1.4 The key role neighbourhood planning has in achieving high quality places, and the importance of understanding local character and context to inform such plans, is acknowledged in the government’s Planning Practice Guidance (Paragraph 29), which states that:

“A Local or Neighbourhood plan is essential to achieving high quality places. A key part of any plan is understanding and appreciating the context of an area, so that proposals can then be developed to respect it. Good design interprets and builds on historic character, natural resources and the aspirations of local communities”.

1.5 This Village Character Assessment supports the design and character policies progressed within the Saxilby with Ingleby Neighbourhood Plan. It is intended to be used by developers, architects, designers, planners and the local community to help to ensure that all future development and change in Saxilby with Ingleby is not only of high design quality, but is also appropriate and complementary to the distinct and special character of the parish.

What is Character?

1.6 The character of an area is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes the character of an area.

1.7 It is common for some areas to be described as having ‘little or no character’, and other areas as having ‘lots of character’. These sorts of descriptions confuse character with attractiveness. All areas have a character in the same way that all people have a personality. In some areas the character may be more obvious, more consistent, more unusual or more attractive, but no area should be described as having no character.

1.8 In many areas building style is important to setting the character of the area. This includes not just typical form and massing, but may also include details, materials and colours. Buildings do not need to be old or historically significant to have a character that is important to people’s understanding and enjoyment of an area.

1. Introduction

Assessment Methodology

- 1.9 Recognising that the character of any settlement is formed by more than just the appearance of the buildings which occupy it, this Village Character Assessment considers a broad range of influences, including:
- Historical evolution of the area
 - Landscape setting
 - Structure, spacing and layout
 - Vegetation and planting
 - Built form
 - Landmarks and Historic Buildings
 - Views and vistas
 - Streetscape.
- 1.10 While the primary objective of this assessment is to identify the qualities and characteristics of Saxilby with Ingleby, where appropriate, existing development which fails to contribute positively to the character of the parish is also highlighted. The identification of negative forms of development ensures that a holistic and thorough assessment of the character is presented and that all key aspects of local character are considered. In addition, this approach can also help to identify opportunities where local character might be reinforced and enhanced.
- 1.11 In preparing this Village Character Assessment, the following research was conducted:
- Desktop research, including:
 - Analysis of historic and recent maps
 - Review of existing evidence, including the West Lindsey Landscape Character Assessment (1999)
 - Identification of designated Heritage Assets
 - Original Character Assessment conducted by Chris Hewis
 - West Lindsey District Council Saxilby Bridge Street Conservation Area report (www.west-lindsey.gov.uk/my-services/planning-and-building/conservation-and-environment/conservation-areas)
 - Detailed on-site survey of the parish, including photographic and written records of key characteristics and features.
- 1.12 As well as providing a description of the overarching character of Saxilby with Ingleby, this Village Character Assessment also includes a more detailed analysis of specific 'character areas' within the settlement, which display distinctive attributes which differentiate them from other areas of the settlement.



2. Historic Development

High Street, Saxilby.

1.

"The Dennis Series"

2. Historic Evolution

Origins of Saxilby with Ingleby

- 2.1 Evidence of early human activity in what is now Saxilby can be traced back to Bronze Age and Roman times. However, it was not until the Danish Viking invaders settled that the Saxilby of today began to take shape. They first came to the area around 839AD before returning in 869 and in 873 an entire Viking army spent the winter in Torksey.
- 2.2 Whilst the Kingdom of Mercia retook possession of the area in 918, the Danish invaders had settled within the area as farmers and merchants, and it is from these settlers that the place names derive; Saxilby (Danish) 'Saxulf's Farmstead', Ingleby (Danish) 'Settlement of Angles', Broxholme (Anglo-Danish) 'Broces Holm'; 'the island amidst the fen waters of the brook' and Broadholme (Anglo-Danish) 'Wide island'.
- 2.3 Written evidence of the parish first appeared in the Domesday Book, written in 1086, during the reign of William the Conqueror, with reference to "Ad Saxebi in Lincollescira". The name 'Englebi' (Ingleby) is also mentioned.
- 2.4 The medieval villages of North and South Ingleby were later largely deserted. It is thought that the main reason for the desertion of both villages was the introduction of sheep farming during the 13th century, which was considerably less labour intensive than arable farming. The fields were enclosed, and turned to pasture.
- 2.5 Both Saxilby and Ingleby have figured in several major historical events, including its part in the Civil War when the Earl of Manchester billeted his troops there in 1643, en route to Marston Moor, and the development of the Fossdyke Canal which formed a crucial part of the national waterways network.
- 2.6 The oldest artificial waterway in England, the Fossdyke, connecting the River Trent at Torksey to the River Till at Odda, has influenced parish life throughout the past two millennia. Considered to be Roman in origin, historians are undecided whether it was built for land drainage or as a canal. Certainly, according to the Domesday Book, both Torksey and Hardwick were ports by the time of Edward the Confessor in 1050.



Figure 2.1: The Fossdyke was an important piece of transport infrastructure for many centuries (Source: John Wilson Collection).

- 2.7 Considerable improvements were made to the Fossdyke in 1672, and the Brayford in Lincoln developed into a busy port. By the mid 18th century, the expansion in both road and waterway traffic brought increasing prosperity to the parish. The City of Lincoln leased the Fossdyke to Richard Ellison in 1741; the channel was restored, and re-opened in 1744. At the same time, turnpike roads, with powers to collect tolls, were being established.
- 2.8 The canal went out of commercial use in 1972, but visitor moorings, canalside walks and cycleway have since been developed.

2. Historic Evolution

Evolution of the Settlement

2.9 Until the early 19th century, farming in the area was carried out for the Lord of the Manor, on a communal, open field system. Several existing 'ridge and furrow' fields on the village outskirts are the physical remaining signs of this system.

2.10 The local Enclosure Act of 1802 created a fundamental change in the very nature of the parish. Open fields were enclosed creating legal property rights to land that was previously considered common.

2.11 Enclosure created new field patterns formed for smaller, more defined fields. New public and private roads had been built, new land drains cut, and over 120 plots of land staked out ready for new hedges to be planted. Many of the surviving hawthorn hedges around the parish today are the result of this planting.

2.12 It was around this time that the Saxilby of today began to take shape. The canal swing bridge was built in 1823 and two decades later the railway came. The parish population increased significantly following its arrival in 1848, and by the end of the century, Saxilby Station was part of the Great Northern and Great Eastern Joint Railway Company.

2.13 By this time a central spine of Sykes Lane, High Street, Bridge Street, Church Road, Mill Lane and the Canal had evolved from Saxilby's historic medieval street plan (as evidenced by the oldest surviving map of the area from 1648 - Figure 2.2) and remains today as the skeleton from which Saxilby has been fleshed out in recent decades.

2.14 While many traditional Lincolnshire villages may have been centred on a green or at the junction of two roads, Saxilby evolved in a linear settlement pattern, initially running along Bridge Street and High Street, as depicted by a map from 1899 (see figure 2.3).

2.15 Over time the three distinct clusters at Bridge Street, High Street and the Manor Farmhouse/St Botolph's Church area began to merge together as fields

and infill plots came to be developed. The parish population increased significantly following the arrival of the railway in 1848.

2.16 The village has expanded in recent years with a number of new housing developments built around the edge of the older parts of the village.



Figure 2.2: Old map from 1648 with village spine established (Source: Lincolnshire Archives).



Figure 2.3: Old Map from 1899 identifying the three distinct development clusters (Source: Ordnance Survey).

2. Historic Evolution

Historic Saxilby Today

- 2.17 Much of Saxilby's rich history lives on today, maintained through elements of its built environment and physical infrastructure, which echo back to times of yore. To the north of the study area, the deserted medieval villages of North and South Ingleby, the layouts of which remain as they were in the 13th Century have the protection of SHINE status. In addition, part of North Ingleby is a Scheduled Ancient Monument.
- 2.18 Several buildings remain which span the centuries: St. Botolph's Church (C12th), Saxilby Old Hall (C15th), the Manor House (C16th) and several cottages (C18th). Although most of these buildings are listed, this is not always a guarantee of preservation. Amongst the Grade II listed buildings now lost are a pair of mid 19th Century railway cottages at 10 and 12 Sykes Lane and a 17th Century timber framed cottage at 105 High Street, now the site of the Co-operative Supermarket (see Figure 2.5).
- 2.19 Additionally, there are over 50 entries on the Historic Environment Record (HER), and a number of sites are recorded on the Selected Heritage Inventory for Natural England (SHINE).
- 2.20 High Street and Bridge Street have kept much of their Edwardian character; with the buildings formed of a mix of ancient and more modern locally made red brick. The health Centre now stands on the site of the brickyard owned by local farmer John Semper.
- 2.21 Many of the landmarks in existence today remain largely unchanged from the distant past; the former mission church of St Andrew, St Botolph's Church, the Angler's Hotel and the village hall while others such as The Sun Inn which has been modified yet has remained an important part of Saxilby's social fabric since its establishment before 1742.
- 2.22 Despite further increased housing development, particularly in recent decades, and the subsequent increase in population, the centre of Saxilby retains its medieval street plan which remains part of Saxilby's unique identity and character. Many plots, particularly on the High Street, retain the long, narrow feature of medieval crofts.



Figure 2.4: Photo of old Saxilby brick, frequently used in the older building stock (Source: Saxilby & District History Group).



Figure 2.5 : The Hardy Family home in the 1890's (where the Co-op Supermarket was later developed) (Source: John Wilson Collection).



Figure 2.6: Old photo of William Cooper Confectionary Store and Tea Rooms, constructed in 1907 (Source: John Wilson Collection).



Figure 2.8: Old photo of William Miller's Shop (Source: John Wilson Collection).



Figure 2.7: Recent photo of above building, still in use as a convenience store, with original entrance and lower windows along the William St elevation bricked in.



Figure 2.9: More recent photo of the above building, now in use as the Post Office.



3. Landscape Setting

3. Landscape Setting

Contextual Landscape Setting

- 3.1 Saxilby is located within the rolling arable landscape of the Till Vale, a stretch of land which runs north south radiating out from the River Till and is bounded to the west by the River Trent and to the east by the abrupt escarpment of Lincoln Cliff, a Jurassic limestone cliff.
- 3.2 The West Lindsey Landscape Character Assessment (WLLCA), published in 1999, provides a detailed assessment of the special character, distinctiveness and qualities of the various landscape types found across the district.
- 3.3 At a strategic level, it divides West Lindsey into four Broad Landscape Character Areas in respect of scale, geology, relief, land-cover and settlement pattern. Within these categories, Saxilby falls into the Trent Valley grouping.
- 3.4 Low-lying predominantly agricultural landscapes of strong rural character, with large, flat, open fields and hedgerows providing enclosure to roads typify this wider Trent Valley area with pockets of woodland scattered intermittently.

Saxilby Landscape Character

- 3.5 The WLLCA identifies 14 different Landscape Character Areas (LCAs) within West Lindsey, each with its own specific combination of characteristics and unique qualities. Saxilby sits within The Till Vale LCA, the key characteristics of which the WLLCA describes as:
 - Agricultural landscape with large, flat open fields
 - Some fields have low hawthorn hedgerows, with few hedgerow trees
 - Small blocks of mixed woodland and shelterbelts
 - Extensive network of rivers, dykes and ditches, which have little visual presence in the landscape
 - String of small nucleated settlements, on higher undulating ground along a minor north-south route; sequence of views to landmark churches
 - Large farm buildings and individual farmhouses on flatter land to the east

- Ancient enclosure roads with characteristic wide verges and hedgerow boundaries, particularly in the east; and
- Long westward views to the power stations on the River Trent, and eastward views to the scarp face of the Lincoln “Cliff”.

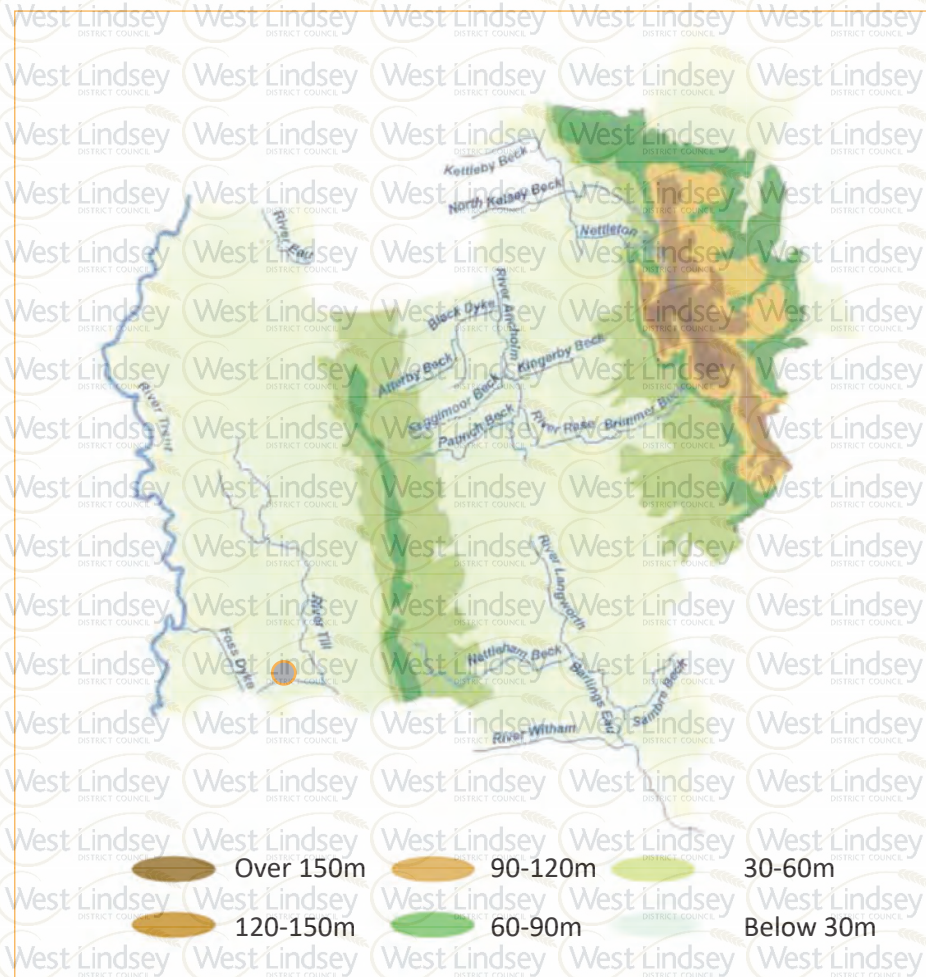


Figure 3.1: West Lindsey Physical Features Map with Saxilby located with a grey circle.

3. Landscape Setting

- 3.6 The landscape character description for The Till Vale LCA, broadly reflects the landscape characteristics seen in and around Saxilby.
- 3.7 Development pressure arising from Saxilby's proximity to Lincoln has led to a significant expansion of the village in the past 50 years or so. This has considerably altered the visual landscape and character of the settlement.
- 3.8 The wider landscape is predominantly formed of agricultural fields which radiate out in rectilinear forms from the main roads that connect up the area. Most are narrow and long in shape with some larger fields more evenly proportioned or L shaped - giving access from two roads.
- 3.9 As outlined previously, the Fosseydyke was constructed to connect the River Trent with the River Till and runs along the southern end of Saxilby. A multitude of streams and tributaries in the broader area surrounding Saxilby flow into both rivers and the Fosseydyke. However, most of these smaller watercourses have little visual presence in the landscape due to general flatness of the terrain and the prominence of ditches and hedgerows in the area.
- 3.10 The sense of enclosure across Saxilby and its surrounds varies. Throughout parts of the area the existence of open boundaries and hedgerows, primarily formed of low hawthorn hedges, result in a low sense of enclosure.
- 3.11 This facilitates long views across the countryside, with the power stations to the west on the River Trent visually prominent while the escarpment of Lincoln 'Cliff' is visible from certain vantage points. While in other parts trees and tall hedgerows flank roads, creating a more acute sense of enclosure.
- 3.12 More detail on the nature of Saxilby's landscape and natural assets is provided within the individual character assessments at Section 5. The images included across the following pages provide a snapshot of some of the characteristics that define Saxilby's landscape character.

3. Landscape Setting

Village Approaches

- 3.13 Saxilby has three principal vehicular approach roads; the **A57** from both the east and west (which absorbs Broadholme Road, the access route from the south) and **Sturton Road** from the north, while Broadholme Road is the main access route from the south.
- 3.14 Each approach road has its own distinct qualities and characteristics in terms of both alignment (straight or curved), and edging (grass verges, hedgerows, trees, canal buildings, etc), and these variations influence how the village unveils itself to the approaching road-user, with each approach offering a differing first impression of the settlement.
- 3.15 The approach from **Sturton Road** into Saxilby passes through Ingleby and dog-legs twice and chicanes once before its straight arrival into the north of the settlement. This arrival is flanked on both sides by wide green verges and a mixture of open boundaries and low hedgerows, allowing long views into the settlement on approach and to the wider countryside on departure. Groups of larger deciduous trees are scattered along the route which serve to frame the road while also guiding the eye forward towards the village.
- 3.16 Arrival into Saxilby where it absorbs Broxholme Lane, the access route from the north-east, is marked by an attractive sign (see Figure 3.3) and also directional and informational signage at the point where the hedgerows give way to the first houses in the settlement, whose presence announces the transition from countryside to village setting (Figure 3.4).



Figure 3.2: Sturton Road approaching from Ingleby.



Figure 3.3: Attractive sign marking arrival into Saxilby.



Figure 3.4 : Where Sturton Road transitions into Mill Lane and thick vegetation gives way to housing.

3. Landscape Setting

- 3.17 Approaching Saxilby from the east, along the **A57 (Lincoln Road)**, the visitor comes upon Saxilby in rather an abrupt manner. A number of possible factors contribute to this perception. The speed of vehicles, the absence of buildings on one side of the road (due to the presence of the Fossdyke) and the limited vision splay created by the right angled junction with Mill Lane, being among them. And while the rhythm of properties fronting the A57 does signify a built up area of sorts, it does not suggest a village of the scale of Saxilby is imminent.
- 3.18 Historically main routes leading to an urban centre of Lincoln's size are straddled either side by development. However, given the presence of the Fossdyke and the railway line, the A57 acts as a by-pass of sorts.
- 3.19 While many of the above conditions also apply to the approach along the **A57 (Gainsborough Road)** from the west, there are a few mitigating circumstances. The early presence of buildings on both sides of the road and their density, west of Broadholme Road, gives the suggestion that a transition from rural to urban is about to occur. However, this is reduced by the absence of development east of the junction with Broadholme Road where, in a manner similar to the approach from the east, the atmosphere of a primary route returns.



Figure 3.5: A57 (Lincoln Road) approaches Saxilby from the east.

- 3.20 One significant difference between the two approaches is the generous visibility splay, created by a reduction in vegetation and an increased elevation, with which those arriving from the Gainsborough direction benefit from.
- 3.21 While some experience arrival into Saxilby via the Canal or railway, the infrequency of the former, and the speed and limited visibility offered by the latter, dictated that the impact of these modes was not as significant as those assessed above.



Figure 3.6: Junction where Broadholme Road joins the A57 (Gainsborough Road).



Figure 3.7: A57 (Gainsborough Road) as it approaches from the west with a long straight road where measures to reduce speeds have been introduced.

3. Landscape Setting

Village Edges

- 3.22 Due to the aforementioned variance in the levels of landscape enclosure that the access routes to Saxilby have, married with the variety in boundary treatment within the built up area, some edges to the settlement are more exposed to views on approach than others.
- 3.23 In most cases the edges have been treated and landscaped in a manner which respects and responds to its rural setting, merging gently into the surrounding landscape.
- 3.24 Unfortunately, a number of developments on Saxilby's outer edges present a harsher boundary to the settlement, appearing with relative abruptness, and unfiltered views. This contributes to a diminishing of the village's rural character and special identity. In these locations, there is little integration with or sensitivity to the wider landscape setting. Images of these edges are shown below and on page 18.
- 3.25 On certain sites which are not bound by an access road, or where development is not well landscaped it is difficult to avoid such an interface with undeveloped rural land. So too areas where only a portion of a field is developed out such as the recent development at Canon Cook Close on Church Lane or a site that is located at an unfavourably acute angle to the approach road meaning it is less concealed than it otherwise might be.
- 3.26 Landscaping offers only a partial solution to this issue due to seasonal adjustments, which mean the level of vegetation cover can be reduced significantly during winter months. A reduction of scale and density towards the periphery of development parcels is a principle that should be incorporated into any future development proposal at sites that create new edges to Saxilby.
- 3.27 Siting is a further consideration that can soften the transition between urban and rural. Any additional housing development should explore opportunities to vary building forms, heights and orientation so as to ensure the development does not appear a single wall of development in views towards the built up area.



Figure 3.8: Image from Sturton Road towards Saxilby. Note the impact of landscaping on the different interfaces between dwellings and the countryside.



Figure 3.9: Image looking west along lane linking Sturton Road and Mill Lane with dwellings facing Church Lane in the background.

3. Landscape Setting



Figure 3.10: View from Church Lane towards properties at the rear of Warwick Close and Westcroft Drive. Retention of original hedgerows and vegetation has softened the transition to agricultural lands.



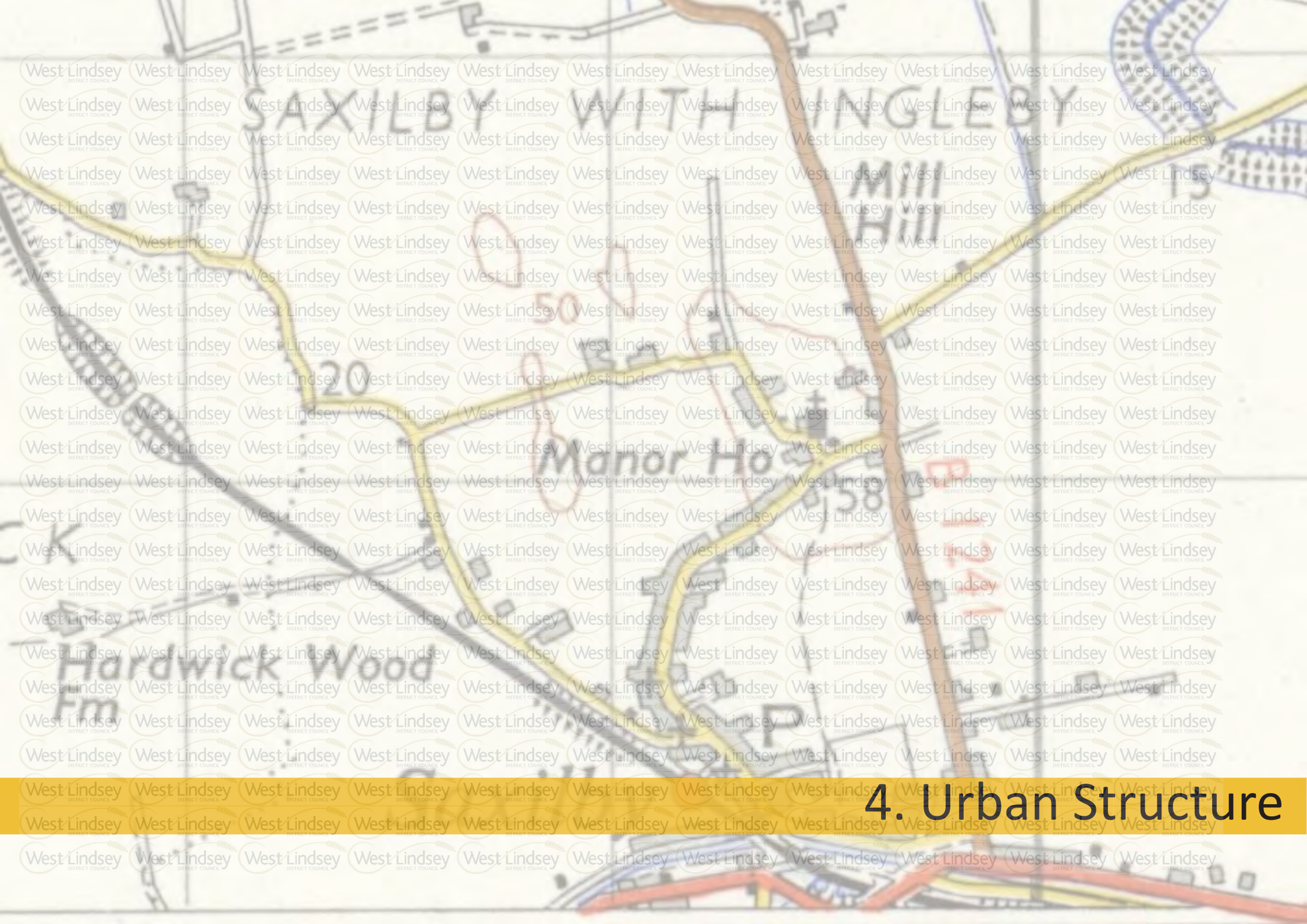
Figure 3.12: View west from Broxholme Lane (West of the River Till) towards the rear of properties along Sturton Road/Mill Lane.



Figure 3.11: View from Church Lane towards the rear of houses along Westcroft Drive. This field may accommodate future housing development which would remove views to the abrupt transition between the houses and countryside that is currently visible.



Figure 3.13: Longer view west from Broxholme Lane (east of the River Till) towards the rear of properties along Sturton Road/Mill Lane.



SAXILBY WITH SINGLEBY

4. Urban Structure

4. Urban Structure

- 4.1 Saxilby could be said to be almost triangular in form. The presence of the Gainsborough-Lincoln railway line forms a natural western boundary to the settlement, as does the Fosdyke Navigation to the south. Mill Lane framed the built up area to the east, until the development of the Daubeney Avenue area in recent decades breached this eastern frontier.
- 4.2 The housing estates north of Church Road and Torksey Avenue represent the northern extent of the settlement apart from the housing that straddle Church Lane. Church Lane may in time frame Saxilby to the north as land to its south has been identified as having the potential to accommodate future housing development. This could be considered a natural 'rounding-off' of the current settlement bounds.
- 4.3 Away from these bounding features, towards the centre of the parish, a network of more intimate and slower paced routes emerge. The contrasting nature of the vehicular routes within the parish and those which edge it is illustrated in Fig 4.2.
- 4.4 Saxilby is a particularly pedestrian and cycle-friendly parish, with a comprehensive network of footpaths and cycleways providing easy movement for pedestrians and cyclists. The pedestrian infrastructure within the settlement is highly proficient and extensive. This includes two ancient footpaths that are still in use, linking Hardwick and the canal to the church.
- 4.5 Despite the considerable development in the post 1960's era, and the trend at that time for Modernist planning ideologies, which prioritised car usage and where cul-de-sac's flourished, Saxilby has a very high level of pedestrian permeability throughout the built-up area and beyond.
- 4.6 The village's social and economic core is formed around High Street. It is here where the majority of the village's distinct and most attractive buildings are located, and also the greatest variety of land uses, with The Anglers pub, Post Office, supermarket, library, convenience store, cafe, Fire Station and Village Hall, amongst a number of other retail, commercial and community uses present and the railway station nearby.
- 4.7 Much of High Street's activity and vibrancy does extend onto Bridge Street with the presence of the historic Sun Inn, the Tea Rooms as well as a few retail units, providing a vibrancy to what is designated a Conservation Area.
- 4.8 Educational use is represented by the Saxilby Church of England Primary School, which is located at the south gateway into the village, just off Highfield Road and spills onto the sports pitches and play area located to the south.

4. Urban Structure



Figure 4.1: Map identifying the areas of public open space and watercourses throughout Saxilby.

4. Urban Structure

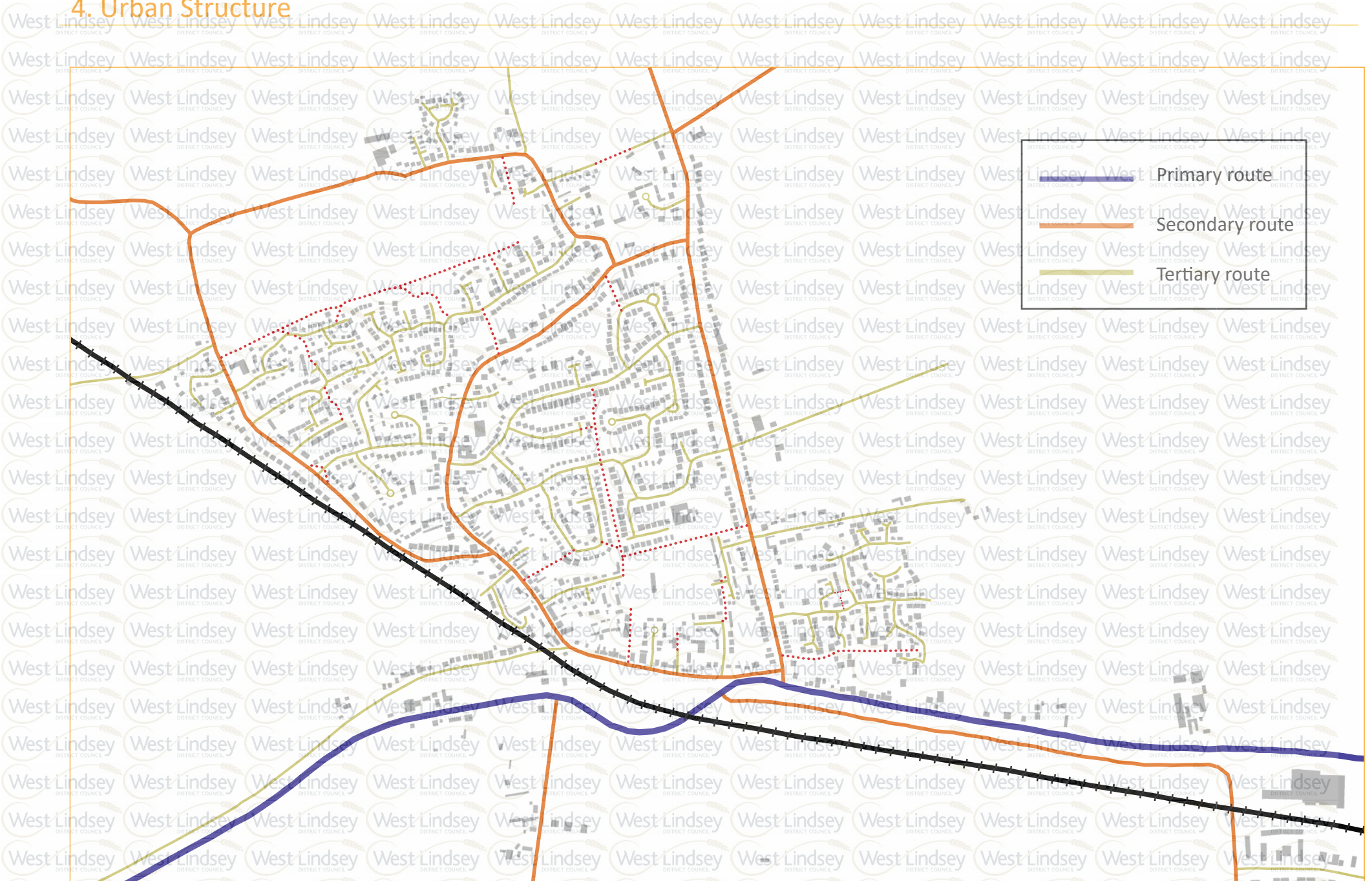


Figure 4.2: Map highlighting the movement structure within Saxilby.

4. Urban Structure

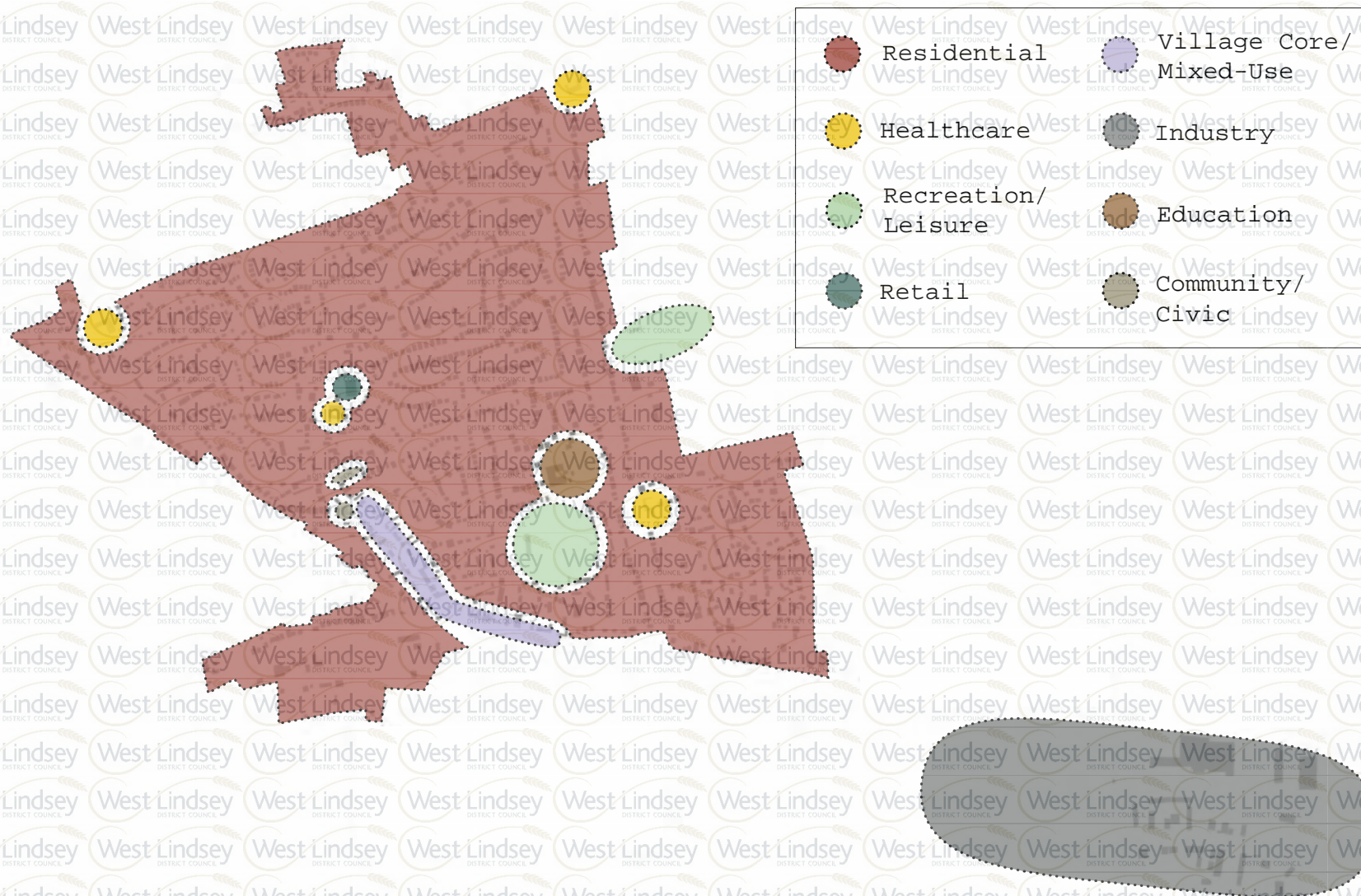


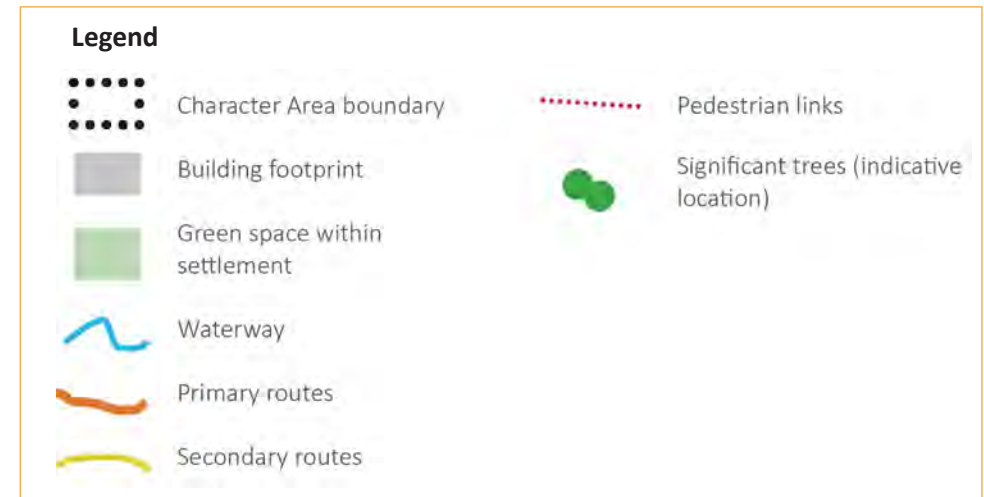
Figure 4.3: Map identifying the broad land-use clusters throughout the settlement.



5. Character Areas

5. Character Areas

- 5.1 For the purpose of a more detailed assessment of the individual areas which comprise the parish, this study divides Saxilby with Ingleby into a 9 distinct character areas, each of which are defined by a collection of similar features and characteristics.
- 5.2 The demarcation of character areas are denoted on the map at Figure 5.1. The following pages provide an overview of the qualities and locally distinctive contextual features of each area. A written overview of the key characteristics of each area is provided, and for each area an accompanying townscape analysis map is provided (key provided to the right). Annotated photographs are also included to help communicate the distinct character of each area.
- 5.3 Whilst the principal characteristics for all areas have been summarised, it has not been possible to illustrate each individual feature and consequently the absence of a specific feature or building from this document does not necessarily mean that it is unimportant to the character of the local area.
- 5.4 The following are among the criteria used to assess each character area:
- Building typologies
 - Architectural style/era
 - Historic structures/listed buildings
 - Building line/boundary treatment
 - Building form
 - Materials
 - Heights
 - Roof types
 - Landscaping
 - Road design layout
 - Plot sizes/layout
 - Land-use
 - Views in + out
 - Pedestrian environment



5. Character Areas

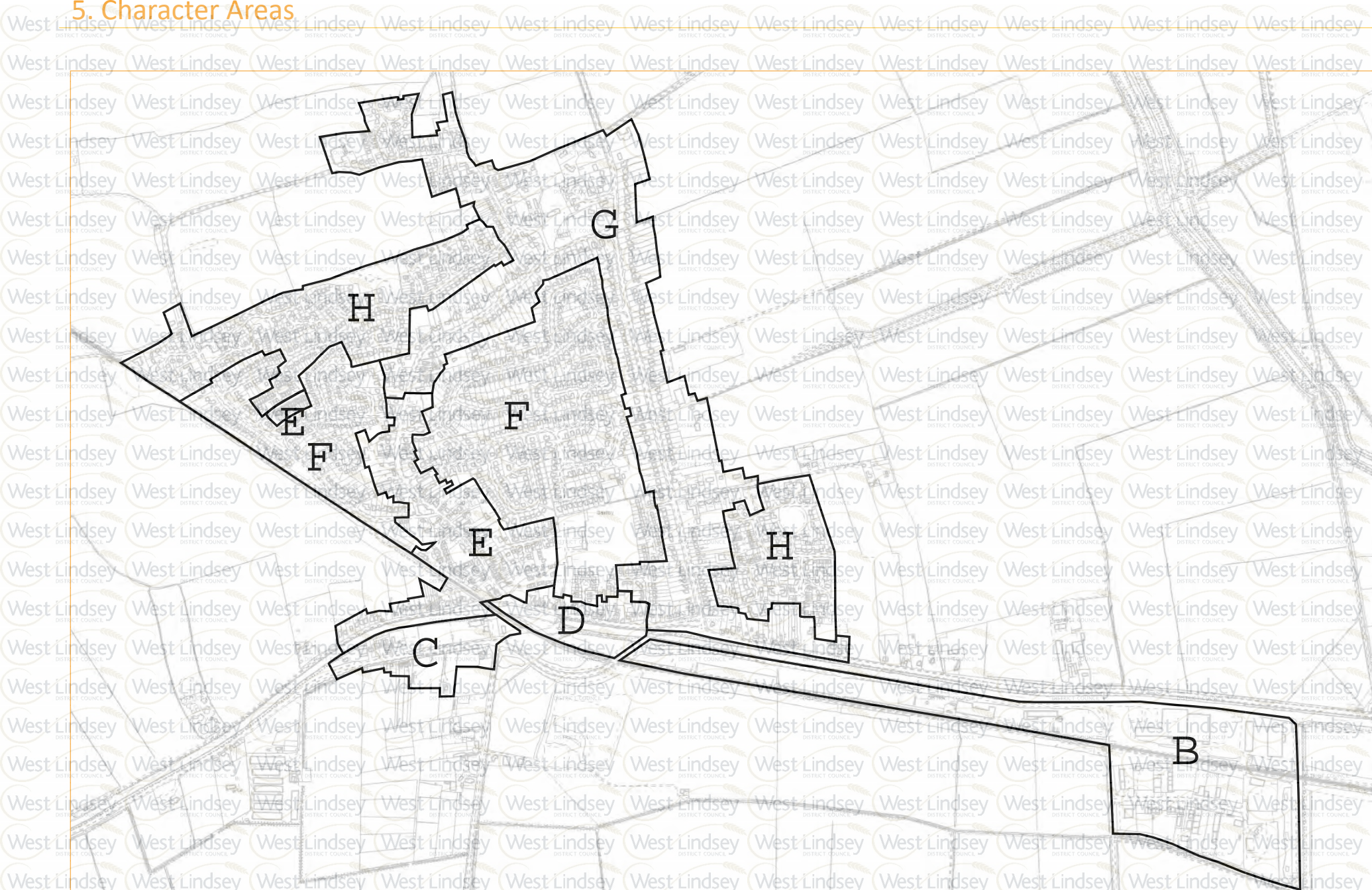


Figure 5.1: Map outlining the extent of each Character Area.

5. Character Areas

A. North and South Ingleby

5.5 Character Area A could be viewed as an anomaly within this study due its rural setting. Ingleby is situated between Saxilby and Sturton by Stow, straddling either side of the road.

5.6 Much of its relevance is drawn from its rich history, as the location of one of the earliest human settlements in the wider area. Ingleby appears in the Domesday Book suggesting pre-medieval activity. In 1086 it comprised 38 households, which for the time was considered very large. Two manors survived into the later medieval period, developing into the settlements of North and South Ingleby.



Figure 5.3: LIDAR map with the trackways, ponds and living areas of the deserted Medieval Villages of North and South Ingleby visible (Source: Environment Agency).

Figure 5.4: Map from 1856 identifying the old locations of the deserted Medieval Villages of North and South Ingleby (Source: Ordnance Survey).

5.7 The many earthworks which can be seen from the Sturton Road are the remains of the roads, fields and lakes which formed the deserted medieval villages of North and South Ingleby. The layout of the medieval villages remains as it was in the 13th century.

5.8 Accordingly they have the protection of SHINE (Selected Heritage Inventory for Natural England) status while the deserted medieval village of North Ingleby has been recognised by being the only Scheduled Ancient Monument in the study area.

5.9 The buildings in Ingleby today are mostly clustered around the historic farm houses that were established back in the 19th Century. There are a number

Figure 5.2: Feature Map of Character Area A.

5. Character Areas

of large farms spread across the area with other smaller properties containing residential dwellings located along the main road. A business park is located at the northern end of the character area.

- 5.10 To the south, Ingleby Grange Farm is situated within the site of the deserted medieval village of South Ingleby, with earthworks of a medieval moated manor to the west of the existing building.
- 5.11 Today a commercial farm operates from the property, with a mixture of old Victorian red bricked farm buildings as well as more recently constructed steel and iron fabricated farm sheds.



Figure 5.5: Ingleby Grange Farm with a traditional farmhouse building as well as some more recently constructed farm buildings.

- 5.12 Further north, at the location of the old medieval village of North Ingleby, later known as Hall Farm, is where Ingleby Hall was constructed in 1879.
- 5.13 Today, the property has been subdivided into three separate parcels with Ingleby Hall Stables and Ingleby Hall Barns red brick farm buildings that appear to have been converted into residential dwellings. The 19th Century Ingleby Hall or Gables Manor is still surrounded by remnants of the old moat. It currently houses Gables Manor Care Home.



Figure 5.6: Entrance to Ingleby Hall Stables and Ingleby Hall Barn.

- 5.14 At the northern end of Character Area A is the property of Grade II listed Ingleby Chase, a late Georgian residence believed to date from 1830. This property appears to be clad in render while it sits in a mature woodland setting. Located to its rear is Old Park Business Centre, which accommodates an assortment of difference businesses across 7 different buildings.



Figure 5.7: The Georgian Ingleby Chase dwelling.

5. Character Areas

- 5.15 A cluster of smaller properties are located at the roadside between Ingleby Chase and Ingleby Hall. They are on relatively small plots of land and contain dwellings that are built much closer to the road than the above properties.
- 5.16 On the eastern side of the road, a pair of two storey side-gabled dwellings were constructed in 1857, similarly orientated away from the main road and towards the access lanes to both Ingleby Farm and Ingleby Hall. They were both probably originally constructed with red brick, however the northern pair are now clad in render.



Figure 5.8: View northwards towards Sturton from the entrance to Ingleby Hall Livery.

- 5.17 Across from Gables Manor is another two storey yellow brick dwelling, of a similar siting, design and plot size to those described in the preceding paragraphs. It appears to have been constructed in the latter half of the 20th Century.

- 5.18 Located between these dwellings on the opposite side of the road is another pair of more modern dwellings, the southernmost built in the first half of the 20th Century, cross gabled and clad in render and timber while the northernmost were built later in the same century, side gabled and clad in yellow brick and timber. All four have vehicular entrances that lead to garages that adjoin the dwellings.
- 5.19 Further back from the main road, on either side, are situated Ingleby Farm (once the location of Low Ingleby, see Figure 5.4) and Ingleby Hall Livery.
- 5.20 Both are set on large properties with a multitude of farm buildings, set back over 300m from the main road.



Figure 5.9: View towards Ingleby Hall Livery from Sturton Road.

- 5.21 The significant historic farms described previously are all situated on large properties and are generously set back from the Sturton Road and have varying levels of visibility to those passing by.

5. Character Areas

- 5.22 In most cases, due to this distance and the presence of other less glamorous farm buildings clustered around the principal dwelling, the contribution of some of these buildings of undoubted architectural and historic richness to the built character of the area could be said to be somewhat diminished, in comparison to a similar building if it were located within a built-up part of Saxilby.
- 5.23 Nonetheless, the contribution of these properties to both the existing and historic character of Ingleby is undoubtedly significant.
- 5.24 The pedestrian experience in walking through the area is somewhat compromised by the speed at which passing vehicles move at.
- 5.25 However, the area offers some very attractive views both into Saxilby and also to the wider countryside, including long views that take in the iconic power plants in the distance.
- 5.26 While the trees in Character Area A are mostly mature and grand in stature the vast majority of the land has been cleared for agricultural use. Therefore the existence of landscaping and vegetation is mostly limited to field boundaries, along watercourses and ponds and within the immediate surrounds of the individual dwellings.

5. Character Areas

B. Saxilby Business Parks

5.27 Saxilby Business Parks comprises of Riverside Enterprise Park, Saxilby Enterprise Park and Allens Business Park. Each is a self contained entity bound by the railway line on one side, and by the Saxilby-Skellingthorpe Road, on the other.

5.28 They are distinguished from the rest of Saxilby by a number of factors. Geographically they are detached from the settlement, with good access onto the A57 for the heavy duty vehicles that travel to and from the business parks.

5.29 The business parks contain services such as distribution warehouses, office buildings and heavy vehicle sales/leasing. These are mostly contained in large warehouse or big box type structures with some smaller single storey buildings with a resemblance to a vernacular housing aesthetic and contain offices.



Figure 5.11: Large format warehouse type structures being erected at Riverside Enterprise Park.



Figure 5.10: Feature Map of Character Area B.

5.30 The buildings sit on large rectangular plots.

5.31 The plots in Saxilby Enterprise Park are situated on either side of a central spinal road while the units in Allens Business Park is accessed by a road running along the Canal bank. Riverside Enterprise Park was under construction at the time of writing, however, it appeared that the units would be accessed by a central entry point taken from the Saxilby-Skellingthorpe Road.

5.32 The business parks have landscaping along their perimeters, however for most parts it is not very comprehensive and the large structures are visible from a considerable distance away and do not provide a positive contribution to the visual landscape of the area.

5. Character Areas



Figure 5.12: Large warehouse and office building in Saxilby Enterprise Park.



Figure 5.13: Entrance to Saxilby Enterprise Park.

5. Character Areas

C. South of the Canal

5.33 Character Area C is the bounded to the north by the Fossdyke Navigation, to the east by the railway line, to the west by intersection of the A57 and the canal, while the rear of the properties along the south side of the A57 represent the southern boundary.

5.34 The area is almost defined by its setting, straddling the A57, the approach road into Saxilby from Gainsborough; such is the volume and speed at which vehicles travel.

5.35 Given its stature as a primary route, the nature of the A57 has impacted on the look and feel of the area, most specifically in terms of building orientation and siting, the pedestrian environment and landscaping.

5.36 There are a wide variety of building types in the area.



Figure 5.15: Row of Victorian cottages on the south side of the A57 on entering Character Area C.

open space to the side rather than the front of the dwellings. That may have been a response to the relative intensity of the main road.

5.39 The buildings on the south side of the A57 are all residential in use, two storeys in height, contain red pantiled side gabled roofs and are clad in either red brick or render. Generally these buildings are set back approximately 7-11m from the road. These properties were mostly developed in the 19th Century, however, there may have been later rebuilding or upgrading done.

5.40 The single storey cottage to the west of Broadholme Road was developed in the interwar period.

5.41 The north side of the road is defined by the absence of any consistency of character.

5.42 The westernmost property, The Car King, is a car sales and repair yard that contains three large sheds, with a single storey light brown brick office building. Adjacent is a pair of two storey semi-detached red brick and render dwellings, set back approximately 20m from the road, with generous front gardens/yards to the fore.

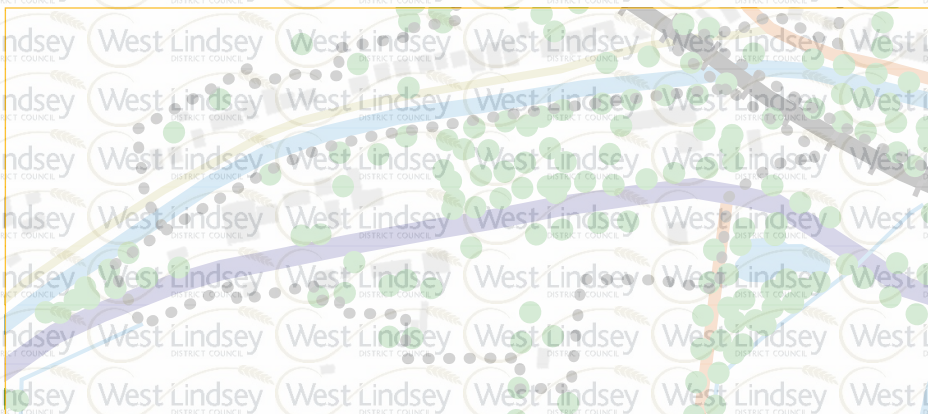


Figure 5.14: Feature Map of Character Area C.

5.37 On the southern side of the A57 there is a cluster of buildings that include a row of fine grain mid Victorian two-storey terraced dwellings, built for workers at the nearby brickworks, opening onto the main road.

5.38 Either side of these buildings are a pair of two storey detached dwellings, both of which are sited perpendicularly to the A57 in a manner that locates their

5. Character Areas

5.43 To the east of these dwellings is the recently constructed Fosdyke Court, a cluster of three blocks of two storey red brick buildings, two buildings containing 3 dwellings each and one containing two dwellings.

5.44 The blocks are arranged in an L formation, with one building sited perpendicularly to the A57 with a thick hedgerow providing a buffer. The reasons for which may have been to do with the proximity of such a busy road or perhaps the constraints of the site, but by orientating the building away from the road, it has created a more sheltered and less intense environment for the residents of the dwellings.



Figure 5.16: The recently constructed Fosdyke Court with buildings set back and partly buffered by a tall hedgerow from the A57.

5.45 A common car parking area is located to the front of the dwellings.

5.46 To the east of Fosdyke Court is a large stand alone building, formerly the Bridge Inn, that now accommodates an Indian bar and restaurant called Spice Mystery.

5.47 It was constructed in 1937 with red brick, red concrete tiles and a side-

gabled roof with two ground floor bay windows (which may have been a later addition). It could be considered to be more in keeping with many of the buildings contained in Character Area D or E, although considerably larger in scale.

5.48 It sits on a large plot of land and is set back considerably (approximately 20m) from the road, with an area for car parking and circulation to the front and side of the building. An area of decorative green open space is also located to the fore of this area.



Figure 5.17: The inter-war former Bridge Inn building.

5.49 Located at the north east of the Character Area is a pair of properties. The furthest east is a single storey bungalow, with a perpendicular orientation to the road and containing two attached car garages.

5.50 Adjacent to it is a large property with an attractive large detached house and a series of well maintained out-buildings on it, all contained within a very mature landscape setting.

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- 5.51 The buildings were constructed in the 19th Century, are all clad in red brick and have red pantiles on gabled roofs.
- 5.52 The main building appears to have remained in use as a residency while the out-buildings have been converted to accommodate a furniture and kitchen making business named Chiselwood.



Figure 5.19: The well maintained residence at Chiselwood.

- 5.53 A large wall surrounding the garden is the remaining external wall of a large maltkiln, which was destroyed by fire in the mid 1930's. The former small brewery, associated with the kiln, is still standing.



Figure 5.18: The former brewery at the back of Chislewood.

5. Character Areas

D. Bridge Street Conservation Area

5.54 The extents of Character Area D range from the A57 bridge to the east, the railway line to the south, the interface with Canal Court to the west, while the rear of the properties along the north side of Bridge Street represents the northern boundary.

5.55 Bridge Street is a unique street, both within Saxilby, but also the wider West Lindsey and North Lincolnshire area. It is the only street where buildings front onto a waterway that runs parallel to a main street of a village.

5.56 The river bank opposite complements the more urban feel of Bridge Street, offering a place of respite and relaxation along the canalside and a stopping point for those travelling by barge along the canal. There is little vegetation or landscaping on the north side of the street. However, this is compensated for by the presence of the waterway and the trees that line it. This provides for

a pleasant pedestrian experience on both sides of the canal. The staggering of seating and picnic facilities serve to further enhance the amenity of the canalside.



Figure 5.20: View west towards the railway bridge from the edge of the canal alongside Bridge Street.

5.57 The two most prominent buildings of the area are the two original public house buildings located at the point where the former swing bridge crossed the Fosdyke and the location of the village wharf where both freight and passengers would join and leave boats. The Sun Inn still remains, while the former Ship Inn has now been tastefully converted into an attractive residential building.

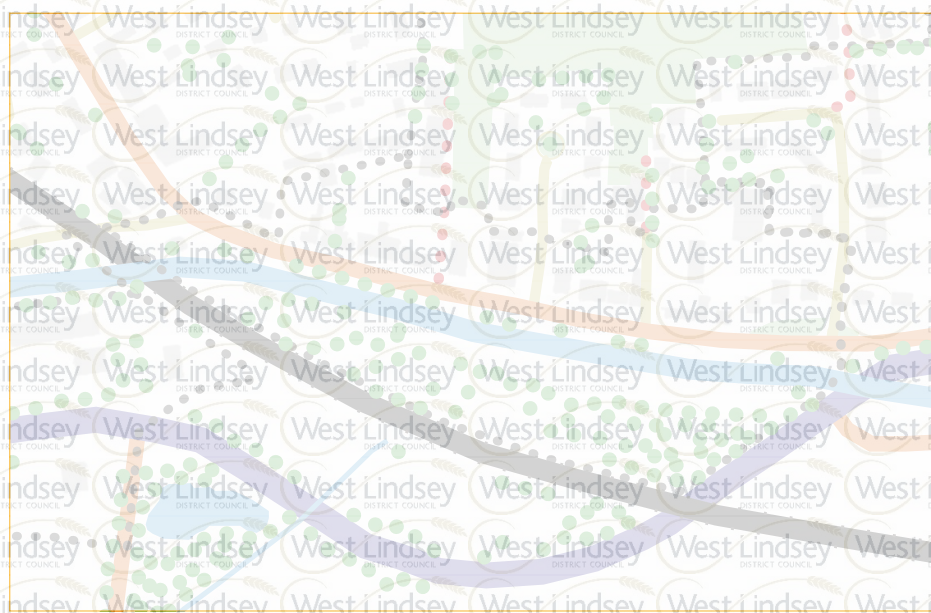


Figure 5.19: Feature Map of Character Area D.

- 5.58 The former Lincoln Equitable Co-operative Industrial Society Ltd building from 1907 now contains three small shop units containing a hair salon, tea room and physiotherapy practice. A number of other land-uses are found on Bridge Street, including a fast food takeaway, a fabric shop, a former DIY shop and a garage.
- 5.59 Most of the buildings date from the latter half of the 19th Century. Few are in their original form as built, most appear to have had some rebuilding done.
- 5.60 None of the buildings on Bridge Street have been Listed as being of Special Architectural or Historic Interest.



Figure 5.21: View from the pedestrian bridge over the canal looking north west towards the former Ship Inn building and the row of buildings fronting Bridge Street.

- 5.61 A variety of different building types and architectural styles are present in the street. However, there are some characteristics consistent among them. For the most part the buildings are two storeys in height with some of the more significant structures being three storeys in height. There are two single storey buildings in the area. It is possible that these were constructed as workshops of some nature.

- 5.62 There is a mixture of detached, semi-detached and terraced buildings present, while the width of the buildings varies between a medium and coarse grain.
- 5.63 The buildings on Bridge Street are predominantly built to the street frontage. This lends a more urban or village centre feel to the street. However, the old



Figure 5.22: View towards the former Lincoln Equitable Co-operative Industrial Society Ltd building, built to the front boundary and with active ground floor uses creates a more urban atmosphere to this part of Bridge Street.

Ship Inn building and the row of dwellings at 14-18 Bridge Street, are set back from the front boundary and contain bay windows opening onto this space. The majority of the buildings are clad in red brick (although some have been painted over) with render also common. Most buildings have side-gabled roofs, with red and brown concrete tiles, red pantiles and slate roofs popular in the street. A number of structures, such as 18 Bridge Street, have front-gabled roofs.

5. Character Areas

E. High Street

5.64 Character Area E contains the properties fronting High Street, from Bridge Street to the northern boundary of the Co-Op supermarket. It also contains Western Avenue, William St, The Sidings, Railway Court, Poachers Court, Canal Court, West Bank and a number of properties along Sykes Lane.

5.65 The two most defining characteristics of this area are the quality of the built fabric and the land use activity.

5.66 It plays a strategic role within Saxilby, as the social and commercial hub of the settlement. Its wide variety of well frequented businesses and service are commensurate with its centrality within Saxilby. It is the central spine from which all activity occurs.

5.67 It has been so since the Saxilby developed northwards from Bridge Street in the early 19th Century.



Figure 5.24: Feature Map of Character Area E



Figure 5.23: The former Post Office building (which operated from 1905-1959) before being converted to a dwelling.



Figure 5.25: The Anglers pub is an integral part of the social fabric of Saxilby.

5. Character Areas

- 5.68 The majority of buildings are two storeys in height, and either detached or terraced. Traditional red clay brick is the predominant building material, with the occasional yellow brick or rendered building. Roofs are constructed using either slate, tiles or pantiles and mostly either black or brown in colour.
- 5.69 Most roofs are side gabled, however, front gabled, cross gabled and hipped roofs are also common. The vast majority of buildings are orientated towards the street, however a number are orientated perpendicularly to the street.
- 5.70 Many of the buildings still use the traditional timber windows, however, quite a lot have replaced these with the white PVC variety. Many of the buildings along High Street date back to mid 19th Century, with only minor modifications to the original structures, while others have replaced the original buildings.
- 5.71 A number of key historic buildings line High Street, contributing to its heritage and architectural prominence. These include the former St Andrew's Church, the Village Hall, the former Post Office, the former Infants School.



Figure 5.26: The former Infant School (which operated from 1872-1973) fronting onto High Street, now in use as a residential dwelling.



Figure 5.27: The former St Andrew's Church building, which has been converted into residential use.



Figure 5.28: Saxilby Village Hall.

5. Character Areas

- 5.72 Other buildings possess a significance from a land-use perspective, generating a movement of people and forming intrinsic parts of the social infrastructure.
- 5.73 The Co-Op supermarket, The Anglers pub, the row of shops (and cafe) south of William St and the Methodist Church could all be considered for this category. Most of the properties along the High Street section of this character area have minor setbacks, with most buildings constructed to within 3m of the front boundary, with some even built to the boundary, giving the street a more urban feel.
- 5.74 However, those that were originally constructed as dwellings and many of the properties in other parts of the character area have more substantial setbacks, often incorporating front gardens, up to 8m in depth.



Figure 5.29: The row of red brick buildings containing two shops and a cafe acts as a mini retail hub towards the southern end of High Street.



Figure 5.30: Row of single storey dwellings along West Bank facing the canal, with (approximately) 1m high hedgerows, which offer a reasonable amount of privacy to the front gardens while also facilitating visual interaction between the properties and the street outside.

- 5.75 The dwellings along West Bank generally have more generous front gardens from the wider character area, being on the periphery of the settlement and availing of the wonderful setting, fronting onto the canal.
- 5.76 Therefore there is not a consistent building line within the character area.
- 5.77 Vegetation and greenery is relatively sparse in supply in this character area, most certainly in terms of visibility from the street. There is no public open space. However, given the more urban nature of this character area, this is not unreasonable.

5. Character Areas



Figure 5.31: A row of properties along High Street offering fine examples of the arched entrances popular at the time.

- 5.78 The majority of the buildings date from the mid 1800's to the early 1900's and is typical of the Victorian era. A number of the buildings have arched pedestrian and vehicular entrances through the structures to the back yards.
- 5.79 The broader entrances were possibly constructed to allow horse carriages access to rear yards.
- 5.80 The Old Forge building is a decent example of a tasteful modernisation of an old building using sympathetic materials like treated timber.
- 5.81 On the other hand, the row of dwellings to the north of the Fire Station could be said to be pastiche in design - seeking to replicate traditional architectural vernacular of the street but by using lesser materials, such as non-clay brick and PVC windows and doors.

5.82 The mixture of the primary qualities of the street, its high quality architecture and the flow of activity into its buildings contribute to a pedestrian experience that is vibrant and relatively rich in terms of visual interest. The quality of the footpaths, the level of connectivity and the relatively controlled vehicular speeds allied to the above makes for a reasonably good pedestrian environment.



Figure 5.32: The Old Forge, an example of a tastefully restored old building which had previously fallen into disuse.

5. Character Areas

F. 1960's Development

5.83 Character Area F comprises the large batches of development either side of High Street that occurred from the early 1960's. These are generally clustered in two main areas:

- East of High St bounded by the properties fronting Mill Lane, Church Road, Bridge Street and High Street; and
- West of High Street bounded by the properties fronting Church Road, High Street, St Andrew's Drive and those backing onto the railway line.

5.84 Character Area F is almost exclusively residential in land use. In terms of structure, the area has strong east-west road connectivity, with roads like Torksey Avenue, Manor Road and Highfield Road traversing the area to the arterial routes at the peripheries. However, north-south connectivity is weaker with houses generally arranged in cul-de-sac style arrangements, often with a landscaped turning circle in front of the last houses.



Figure 5.34: Attractive grouping of trees on a turning circle at the end of Woodhall Crescent.

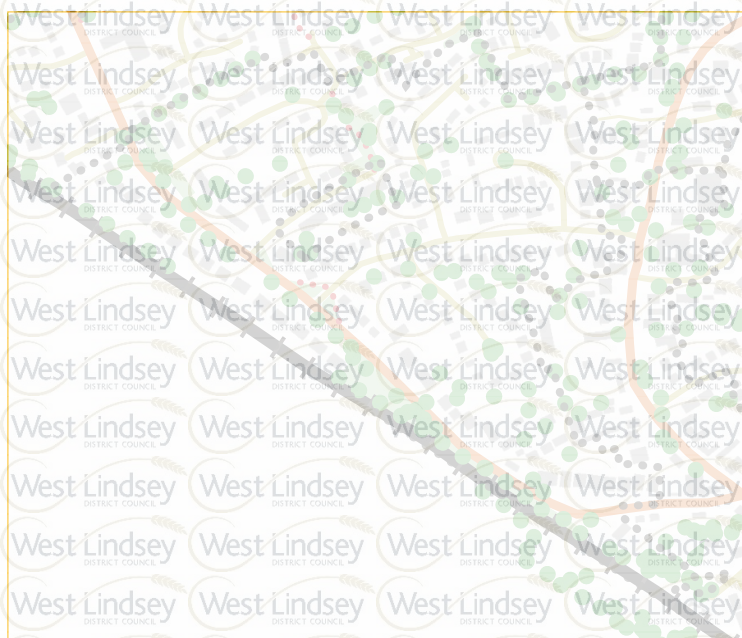


Figure 5.33: Feature Map of Character Area F West.



Figure 5.35: Feature Map of Character Area F East.

5. Character Areas

- 5.85 The cul-de-sacs, combined with the meandering nature of the connecting routes, serve to make the areas less attractive to those seeking to avail of the area as a 'rat-run'.
- 5.86 There is a level of consistency regarding the plot sizes and building siting in this area. Whereas the buildings in Character Areas D and E are often built to the front boundary which creates a more urban feel to the respective streets, the dwellings in Character Area F are predominantly set back from the footpath allowing a front garden of approximately 7-10m in depth. This contributes to a more suburban character setting.
- 5.87 While the front boundary treatments vary between picket fencing, low hedgerows and open frontage, they are predominantly less than 1m in height. This allows for passive surveillance of the street and promotes opportunities for social interaction.



Figure 5.36: Examples of the low front fences and open boundary treatment that is common throughout Character Area F.



Figure 5.37: A variety of material types are found throughout the Character Area, with red brick, yellow brick and render all visible in this photo.

- 5.88 There are a variety of building types in this character area.
- 5.89 While the majority are detached dwellings, semi-detached and terraced housing are also present. This varies from street to street and also within streets. So too, building height. Again, while the majority are two storeys in height, there are also pockets of single storey dwellings across the area.
- 5.90 The predominant building material in the area is brick (red, brown or yellow) with occasional use of render and timber panelling. All of the dwellings are gable roofed, some to the side, others to the front.

5. Character Areas



Figure 5.38: An example of two quite different housing typologies located adjacent one another on Woodhall Crescent.

- 5.91 Properties in this character area are well landscaped with a range of small trees, bushes and hedges in both front gardens and back gardens. Along the grass verges and pockets of open space, occasional tree planting serves to frame the streets. However, in some parts concrete and tarmac predominate.
- 5.92 These measures combined provide an attractive context for the streets and ameliorate the pedestrian experience of the area.
- 5.93 The quality of the open space in this area is mixed. While the large Recreation Ground offers an excellent amenity for residents of Saxilby, as does the open space for students adjoining the primary school, the remainder of the area's open space is limited in size and usability. Its primary contribution is aesthetic.
- 5.94 As outlined previously the road network does not provide for strong north-south permeability within this area. However, this is offset by the impressive extent of purpose made pedestrian paths that knit many of the cul-de-sacs and roads together.

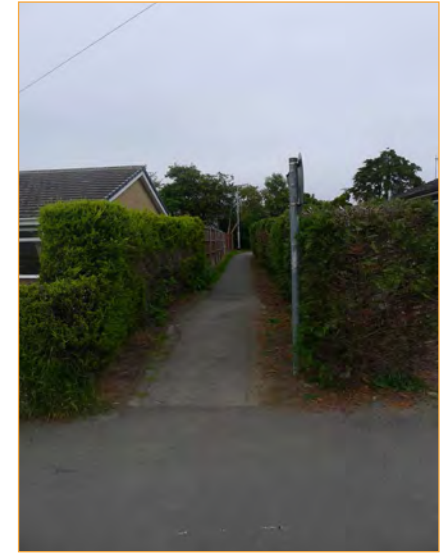


Figure 5.39 and 5.40: Two examples of the excellent network of pedestrian walkways that navigate through Character Area F.



Figure 5.41: An example of an area of public open space that is low on usability yet still offers positive visual and environmental benefits to the residents of the area.

- 5.95 The condition of the footpaths throughout the area vary in quality.
- 5.96 A number of areas (including Bridge Place and Fosdyke Gardens) have a separate designated area for garages which are allocated to different properties for car parking purposes.
- 5.97 While the absence of driveways serves to not interrupt the continuity of the footpath and therefore the pedestrian experience, it also increases the likelihood of on-street car parking, which on occasion can lead to cars being parked on the footpath which can prove an impediment to the less physically-abled and those with young children in buggies or prams.
- 5.98 This issue aside, the pedestrian environment of Character Area F is generally of a high quality.



Figure 5.42: Off-site garages provided for residents in Bridge Place.



Figure 5.43: An example of the potential impacts of not providing on-site car parking for residents.

5. Character Areas

G. Church Road, St. Botolph's Church + Mill Lane

5.99 Character Area G includes Church Road, Church Lane, Mill Lane and the east stretch of the A57 road fronting the canal, as well as a number of short streets that spread out from them.

5.100 The area is almost exclusively residential in land-use terms.



Figure 5.44: Feature Map of Character Area G.



Figure 5.45: Single storey hipped-roofed cottages fronting Mill Lane adjacent to the pedestrian walkway.

- 5.101 The majority of the dwellings in this character area are detached and two storeys in height. However, along most of the west side of Mill Lane and much of east side, the houses are single storey. Dwellings on the east side have distant cathedral views and long gardens.
- 5.102 Red brick is the predominant material choice, with render and painted brick occasionally evident.
- 5.103 Roofing forms come in a variety of styles - side gabled, cross gabled and hipped.
- 5.104 Set-backs vary in size in the character area. Many of the properties on have generous front setbacks, with most measuring at least 9m in depth. Many of the dwellings along the east side of Mill Lane and Sturton Road are set back up to 20m from their front boundaries.
- 5.105 Dwellings in more modern developments, such as St Botolph's Gate are generally built much closer to the street. So too were the row of 1930's cottages at the southern end of Mill Lane (as seen in Figure 5.45).

5. Character Areas



Figure 5.46: Single storey cottages with low front boundaries fronting a small yet attractive piece of public open space.

- 5.106 Others, such as the terraced row of cottages along the east side of Queensway have been designed with shallow front gardens and a small area of open space in front of them (Figure 5.46).
- 5.107 Front boundaries are generally either fully open or defined by low walls or picket fences.
- 5.108 The dwellings in St. Botolph's Gate are a contemporary interpretation of the vernacular style traditional to the area and also typical of the variety of dwelling type in Saxilby, utilising a range of roof forms, heights, finishes and setbacks sometimes with even adjoining houses. This has been done in a cohesive manner and has successfully avoided the homogeneity that sometimes defines modern housing developments.



Figure 5.47: The winding nature of St Botolph's Gate and the staggered siting of dwellings provides increased visual interest than more traditional layouts.



Figure 5.48: An example of how architectural expression can provide elements of variety without detracting from the overall coherency of architectural language. Eg, different porch types, upper level windows and painting of brick etc.

5. Character Areas



Figure 5.49: St Botolph's Gate: again, a variety in building height, material choice and articulation of facade while also maintaining a level of consistency of character.



Figure 5.50: St Botolph's Gate: One building's bricks painted, taller roof height and five windows abreast, the other with unpainted brick, a front gable and three windows across yet a consistency of character.



Figure 5.51: Victorian dwelling fronting Church Road, with typical set back and low front wall providing an attractive presence for pedestrian passers-by.

- 5.109 A range of architectural eras are present in Character Area G. Victorian dwellings line the Church Road spine of the area, while along Mill Lane the majority of the buildings were built in the 1960's yet embrace a more traditional vernacular. So too do many of the recently constructed dwellings along Church Lane, including those in St Botolph's Gate, which echo much of the traditional style found along Church Road.
- 5.110 A number of buildings of historic significance are located within this character area, most notably St. Botolph's Church. Also, the former Manor Farmhouse on the corner of Church Road and Church Lane as well as the building previously known as The Hollies which now accommodates Wislington House.
- 5.111 Apart from in St. Botolph's Gate there is little usable public open space in the character area. This is most likely to do with the linear nature of the main roads in the character area and the fact that they were developed at a time where public space was not seen as a high priority piece of infrastructure.

5. Character Areas

5.112 There are a number of private or small areas of greenery (grass verges, 'pocket parks' etc) that provide aesthetic and natural value to the area.

5.113 A diversity of tree species are present contributing to a vitality and colour that greatly benefits the character of the area.



Figure 5.52: Wonderful view of St. Botolph's Church from Westcroft Drive



Figure 5.53: Wispington House with an area of open space providing an attractive setting and a welcome break in the building line of an otherwise very long and linear Mill Lane

5.114 Church Road, Church Lane and Mill Lane act as spinal routes through this character area, from which shorter lanes spread outwards mostly serving a small number of houses and do not connect to other routes.

5.115 St. Botolph's Church is well surrounded by trees and therefore is shielded from view to but a few locations. Church Lane/Westcroft Drive and St. Botolph's Close being two.

5.116 There are some very pleasant views outwards towards the wider countryside. As per the other character areas, this area has strong pedestrian permeability, with pedestrian through routes provided where the roads do not access.

5.117 The pedestrian environment along Church Road is relatively pleasant due to the visual interest provided by low front walls, well vegetated gardens and attractive buildings.



Figure 5.54: An area of open space in St. Botolph's Gate - superior in size, usability and attractiveness to many of the areas of open space in older developments. Most of the dwellings are orientated towards it providing activation and passive surveillance of the space.

5. Character Areas

- 5.118 Along Mill Lane, being long and straight and an arterial route linking Sturton with Lincoln, vehicular traffic can be more inclined to move at a faster speed than on other roads, which can serve to lessen the amenity enjoyed by pedestrians. The existence of a pedestrian crossing midway along Mill Lane helps to reduce this potential reduction of amenity.



Figure 5.56: While not a public area of open space and not having a footpath alongside it, this field, on the corner of Mill Lane and Church Road, provides a very attractive visual amenity for passers-by and a very valuable piece of nature in an otherwise urban setting.

Figure 5.55: A panoramic photo viewing northeast from Church Lane highlighting some of the exquisite views available of the wonderful expanse of countryside that surrounds Saxilby.



5. Character Areas



Figure 5.57: South westerly view along Church Road highlighting the abundance of vegetation present in the older properties which provides for a pleasant pedestrian experience.



Figure 5.59: As per Figure 5.56, this rusty fence provides a pleasant reminder of a different era when much of Saxilby had yet to be developed.



Figure 5.58: North easterly view along Church Road again very rich in foliage with mostly low boundary walls fronting the road, both of which enhance the pedestrian environment.



Figure 5.60: A rare example of a Dutch Gable present on Church Road.

5. Character Areas

H. Post 1990's Development

5.119 Character Area H includes two swathes of development that occurred since the 1990's, at the north-western and south-eastern extremes of the settlement, as per images on this page.

5.120 With the exception of the medical centre on the old brickworks site, this character area is residential in land-use.

5.121 There is a strong predominance of two storey dwellings but dormers and the occasional three storey dwelling also in evidence. There is also a pair of single storey dwellings in Maiden Court.

5.122 While the majority are detached dwellings, semi-detached and terraced housing are also present. Houses are mostly built using red or yellow brick, with some timber panelling also common.



Figure 5.61: Feature Map of Character Area H Northwest.

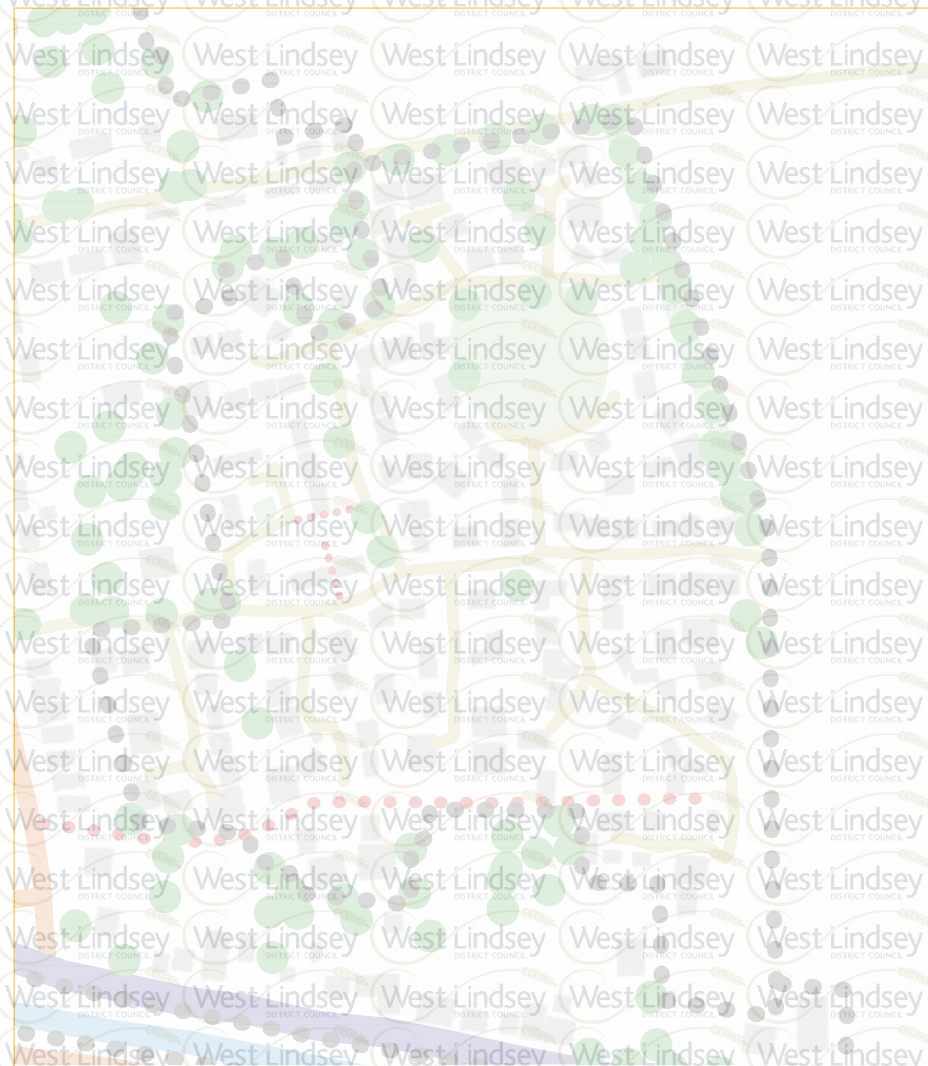


Figure 5.62: Feature Map of Character Area H Southeast.

5.123 One of the distinctive features of Character Area H, as is a common trait with most development of this era, is a growing influence of the private car on the design and layout of the streets and buildings in the character area.

5. Character Areas

- 5.124 The road layouts of both land parcels are similar. In the north-western section, St Andrew's Drive and Westcroft Drive act as a spinal route, from which the various streets stem, in cul-de-sac type designs.
- 5.125 A similar arrangement is found in the south-eastern section, where Daubeney Avenue and Hotchin Avenue are east-west aligned roads from which the other streets spread.
- 5.126 In some parts the road alignment and staggering of houses provides more visual interest and variety in comparison to a traditional grid layout.
- 5.127 However, despite the extensive network of pedestrian paths in the area, the cul-de-sac layout inhibits pedestrian permeability and also the ability of future developments to knit into the existing urban structure.



Figure 5.63: Despite the presence of blank gables along St Andrews Drive, its meandering form and staggering of houses reduces the monotony that can sometimes be present in large housing developments.



Figure 5.64: Examples along Westcroft Drive of the reduction in front garden space in typical post 1990's housing developments in Saxilby in order to accommodate the increase in car ownership and requirement for concrete or paved surfaces.

- 5.128 There is a significant reduction in the amount of grassed front gardens in this character area, compared to many of the others, due to more space being allocated for car parking and an actual reduction in the front setback of the dwellings from the property boundary.
- 5.129 Generally, there seems to be a greater ratio of concrete to greenery than in other character areas, perhaps with less grass verges present. However, there is a reasonable frequency, size and usability of open space.
- 5.130 Vegetation and planting is more prominent within private gardens than it is on the particular streets. Generally, the vegetation in the area is yet to fully mature and therefore its contribution to character is not as great as it will be in future years.

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Figure 5.65: As per Figure 5.54 previously, a very generous piece of public open space located to the south of Hotchkin Avenue, overlooked by the surrounding dwellings.



Figure 5.66: High front hedges along parts of Westcroft Drive, which serve to lessen the opportunities for social and visual interaction between residents and passers-by.

- 5.131 There is also a higher frequency of tall front hedgerows (approx 2m), which contrasts with the front boundary treatment of properties in other parts of Saxilby. This treatment is often done to achieve greater privacy for individual residencies. This can have the effect of reducing opportunities for social interaction and passive surveillance of the street (or 'eyes on the street').
- 5.132 If it occurs in clusters or in areas with high side fencing (above 1.4m) or blank gable walls, it can contribute to a 'tunnel' effect where visual interest and a sense of security is reduced for the pedestrian. In these types of situations, the factors that can contribute to traffic calming in an area are also lessened.
- 5.133 This is quite prevalent along the north side of Westcroft Drive, where many of the dwellings are orientated onto the adjoining streets, creating larger stretches of blank frontages and gable ends orientated towards Westcroft Drive. In comparison to this, the majority of dwellings on the south side of Westcroft Drive have open frontages and are orientated towards the street.



Figure 5.67: View northeasterly along Westcroft Drive, with a very noticeable contrast in boundary treatments on either side of the road, created by the orientation of the respective dwellings.

- 5.134 There is a higher prevalence of double garages in this character area. Garages flush with the building line of the house, or even contained within the building, provide a less attractive visual presence when viewed from the street.
- 5.135 On the other hand, garages that are recessed from the house do not detract from the visual primacy of the dwelling and the blank frontage that garage doors present.
- 5.136 Wonderful views are on offer along Westcroft Drive towards the iconic St Botolph's Church. This was an important design consideration in the creation of Westcroft Drive.
- 5.137 Some excellent views outwards towards the wider countryside are on offer from the extremes of the character area.



Figure 5.68: Excellent views northeasterly along Westcroft Drive towards St. Botolph's Church. Low front hedges or open boundaries contribute to the quality of the pedestrian experience.



Figure 5.69: Panoramic view northeasterly from Sykes Lane towards the proposed area of Designated Local Green Space (as per the Draft Neighbourhood Plan document).

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Figure 5.70: Access from Westcroft Drive to area of open space to which it has been proposed to enlarge as part of a proposal to develop the Church Lane site to the north.



Figure 5.71: An example of one of the many shared surface accessways leading to small clusters of houses in Character Area H.

- 5.138 There is a greater occurrence of shared-surface access ways into smaller streets and clusters of houses.
- 5.139 Within this character area, there is a continuation of the impressive practice of an expansive pedestrian pathway network found elsewhere in Saxilby.
- 5.140 The walkway that traverses the area between Daubeney Avenue and the A57 is a very valuable piece of pedestrian infrastructure. However much of it is bordered by the rear fences of properties which are generally tall in size.
- 5.141 Again, an extended area with such high blank elevations could be slightly intimidating to pedestrians at night-time. This is not helped by an absence of windows in the side gables of some dwellings, which could have offered valuable overlooking and passive surveillance of the walkway.



Figure 5.72: An excellent piece of pedestrian infrastructure serving Vassey Close and Ingamells Drive. However the provision of windows in the gable walls of dwellings such as this one, would serve to provide passive surveillance of an otherwise dark laneway and improve the sense of safety to the user.

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Figure 5.73: A profusion of blank gable walls like those at Ingamells Drive should be avoided where possible. Small windows or great articulation of the facades would serve to greatly improve this issue.

- 5.142 There seems to be a greater prevalence of exposed blank gable walls than in other parts of Saxilby. This can reduce the visual amenity and pedestrian experience of residents.
- 5.143 Generally, the dwellings appear larger than in other 'modern' developments, notably Character Area F, without a noticeable increase in plot sizes.
- 5.144 Rooks Close is atypical of the wider character area. A cluster of housing that appears to have been designed as an age friendly development. It's design is unique in the area, containing a shared communal space around which dwellings are orientated.



Figure 5.74: Rooks Close, with pedestrian only access to the dwellings that all front onto an attractive piece of open space.



Figure 5.75: Very visually pleasant row of terraced houses in Rooks Close.

5. Character Areas

- 5.145 The dwellings in this character area are generally designed with more elaboration and variety of architectural expression and typology than in other character areas. This has had both positive and negative outcomes in visual terms.
- 5.146 Ashfield Grange and The Rowans contain some examples of nicely designed contemporary interpretations of traditional housing styles found in the wider area.
- 5.147 The quality and choice of the materials used is of a higher range than in other parts of the character area.
- 5.148 Better proportioned and often more rational in their architectural expression, their use of more 'natural' materials such as timber and clay brick (for example) lend a more considered aesthetic that is responsive to the context in which it sits.



Figure 5.76: Dwellings in Ashfield Grange more attractive windows and doors than the PVC variety used in many other parts of the Character Area.



Figure 5.77: An example of a dwelling with a well articulated front facade, with three different vertical elements which help break up any horizontality of the building. Also a variety in materials contributes towards this.



Figure 5.78: Dwelling in Woodcroft Drive an example of a house designed with the simplicity and style associated with traditional buildings in the region, with good quality materials.

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- 5.149 In other parts of the character area, houses have included elements such as front portico's, PVC windows, doors and false mullions and also exaggerated window arches that can deter from the architectural coherence and proportionality of the design and are less responsive to the character of a rural village setting.
- 5.150 A variety of roof designs exist, including gabled, cross gabled and hipped roofs.



6. Conclusion

6. Conclusion

Respecting the Character of an Area

- 6.1 The assessments above seek to capture the qualities that make Saxilby with Ingleby unique and to outline the ways in which the settlement has evolved over the decades and even centuries.
- 6.2 Respecting character does not necessarily mean preventing change or the replication of existing building stock. Village character is one of many objectives that new development should meet.
- 6.3 Some areas will see changes as a result of new social and economic conditions, changing housing preferences and explicit housing policies as can be seen from the variety of different character areas within Saxilby.
- 6.4 In these areas, it is important that respecting character is not taken too literally, as an evolving character will emerge in response to these new social and economic conditions, as it has done.
- 6.5 In simple terms, respect for the character of a neighbourhood means that the development should try to 'fit in'. Depending on the neighbourhood, there are two broad approaches to respecting character:
- Respecting the scale and form of surrounding development;
 - Respecting the architectural style of surrounding development.
- 6.6 Determining whether either or both approaches should influence the design response will depend on the features and characteristics identified in the area surrounding a potential development site.

Significant Qualities and Features

- 6.7 The parish of Saxilby with Ingleby is a place of contrasts in character. From the natural environment of the open countryside through to the more urban setting of High Street, in a very short distance.
- 6.8 Having seen most of its early growth in the latter 19th Century and first half of the 20th Century in the form of its central and historic core, the most substantial growth the settlement has experienced has been in the form of suburban estates in the later part of the 20th Century.
- 6.9 It is important that future growth has a wholly positive impact on local character.
- 6.10 Despite its contrasts, a number of common features and qualities have been identified that ring true across the parish – north and south, urban, suburban and rural.
- 6.11 These qualities provide a set of basic principles with which all new development should be designed in the parish.
- These include:
- General Design Guidance**
- 6.12 A strong recognition of local character and local context is needed in the design of new developments. Developments should be designed as bespoke elements which respond to the immediate surroundings, and use the established character as a direct cue for aspects such as building line, setbacks, storey heights and landscape treatment.
- 6.13 Alterations to existing properties should be required to ensure the designs respect the prevailing characteristics outlined above. Crucially, the predominant street building line should be observed and maintained, front gardens should

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be protected, where possible, to positively contribute to the character of the street, and the prevailing scale and massing of development along a street should not be unduly disrupted through any interventions.

- 6.14 Side extensions, including development over garages may become more popular in time. Done poorly, these can reduce the open feel of some streets, reducing the gaps between buildings. It is important that these extensions are visually recessed and subservient to the original architectural expression of the building rather than being flush with original building.

Legibility and Urban Structure

- 6.15 A clear block structure and urban grain are characteristics of most of the residential typologies found in Saxilby. Any new housing developments need to maintain these and the scale of a development should have regard to how it fits into the overall composition of the settlement. On the whole, the permeability of the settlement is relatively strong, however many of the housing developments from the latter half of the 20th Century have been arranged in cul-de-sac style layouts which can serve to undermine the legibility of the settlement.

Building Lines

- 6.16 Throughout the settlement (in both urban and residential areas) clear building lines along streets have been established where buildings are set back at a consistent distance from the pavement or street edge. and respected by more recent developments, and this has helped to ensure a good sense of cohesion despite shifts in building scale and architectural style. A consistent building line helps to frame and enclose the street, making it a comfortable, safe environment for users.

Building Orientation

- 6.17 The minimisation of visible blank gable walls supports the strong definition of space and creates safe and attractive streets. Buildings within new developments should be orientated to front on to the primary streets thereby providing increase animation and activation of the streets. This can greatly enhance the pedestrian experience.

Front Gardens

- 6.18 In residential areas front gardens provide the main source of greenery to the streetscape, and help to define public and private space. Such greenery raises the quality of the environment, and provides further enclosure to the street space. Low front fencing and open front boundaries contribute greatly to the setting in these residential areas. The loss of front gardens to parking can result in a weakening of character of an area and can be particularly detrimental visually.

Street Trees and Landscape

- 6.19 The parts of the settlement with the strongest character tend to have allowed greater space for trees and landscape within their urban structure. Some of the more recent developments have reduced the space allocated for landscape to the detriment of local character.
- 6.20 Across the settlement the contribution made by street trees and landscape is very clear and needs to be reinforced through future interventions. This is all the more relevant given the prevalence for more car parking space and wider driveways within recent developments, to the detriment of landscaped front gardens.
- 6.21 Street trees should be considered an essential element of the public realm associated with any new housing developments. Developers should liaise with the Council on appropriate tree species and design requirements - for example to ensure positioning helps to frame views and not obscure key local buildings.

Green Network

- 6.22 Saxilby has a reasonable amount of open space and a very strong network of pedestrian walkways linking many of them. New developments should support the objectives of providing a high quality network of open spaces and provide a good level of access to them.