

GRANTHAM TOWNSCAPE ASSESSMENT





Harlaxton Road – one of the principal approaches to the town centre

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EXECUTIVE SUMMARY

The Grantham Townscape Assessment is part of a wider suite of documents which comprise the Grantham Urban Design Framework (GUDF). The assessment was tasked with establishing a baseline for analysis of the townscape character of the town and a study area which included the villages of Barrowby, Great Gonerby and Manthorpe. The area also included open countryside which contained the areas known as the Northwest and Southern Quadrants which have been identified for potential mixed use development in relation to Grantham as a Growth Point or sub-regional centre.

Within the framework of existing policy in relation to the adopted Core Strategy for South Kesteven District Council, the Grantham Townscape Assessment seeks to provide detailed analysis of the character of the town and provide guidance on potential development and possible enhancements within the town. The guidance is intended to start the process of knitting the town centre back together and getting it to work as a more coherent and proactive good place to be. The Grantham Townscape Assessment has identified and defined in detail 17 character areas (see Appendix G for summary of character areas and sub-areas for reference). 16 of these are what could be considered urban in form and a single character area defines and evaluates the open spaces to the edges of the town included in the study area. These areas have in most cases been further divided into sub-areas to provide some of the finer grain analysis and important but often subtle changes to the way a place functions and is locally defined.

The character areas are broken down into a series of maps and headings which are intended to quickly and simply define the character of any given area or sub-area. The analysis and degree of

interpretation is maintained throughout so that like can be compared with like between character areas or sub-areas. This will enable decisions to be made about what is expendable, what is non-negotiable and where the threshold for new development lies, particularly in relation to the heritage assets of Grantham.

The history of Grantham is summarized within the Townscape Assessment, in addition to the local craft skills, focusing particularly on the strong manufacturing legacy of the 19th century. Granthamian Culture is defined and put into the context of how this has shaped the town seen today. The assessment also looks carefully at the embedded urban art within the town and suggests ways in which this might be capitalized upon in considering new development.

Colour, the identification of and specification of, with the potential for harmonious development using colour through materials within character areas to accentuate the character of parts of the town is a key theme within the character area assessments. The assessment also considers how colour in design might be used to define and reinforce the identity of new places within the town (The Canal Basin for example) and beyond the town (to the Southern Quadrant).

The sensitivity of the character of quarters of the town and their potential to be enhanced, is usually but not wholly related to the degree to which heritage assets remain intact. Part of the urban fabric is provided in the summary sections and townscape analysis (in the form of maps) of each character area including a section entitled Limits for Growth and in the Conclusions and Recommendations.



The Spire of the church of St Wulfram, Grantham

1.0 BACKGROUND

1.1 Forum Heritage Services, Context^{4D} and Eaton Waygood Associates have been commissioned by the South Kesteven District Council to undertake a comprehensive Townscape Assessment of Grantham and outlying villages as defined by the study area boundary (Fig. 1.01). This document is intended to assist the District Council through the process of delivering a sustainable Area Action Plan for the town and assist in the production of an Urban Design Framework which will help shape future development and regeneration of the town.

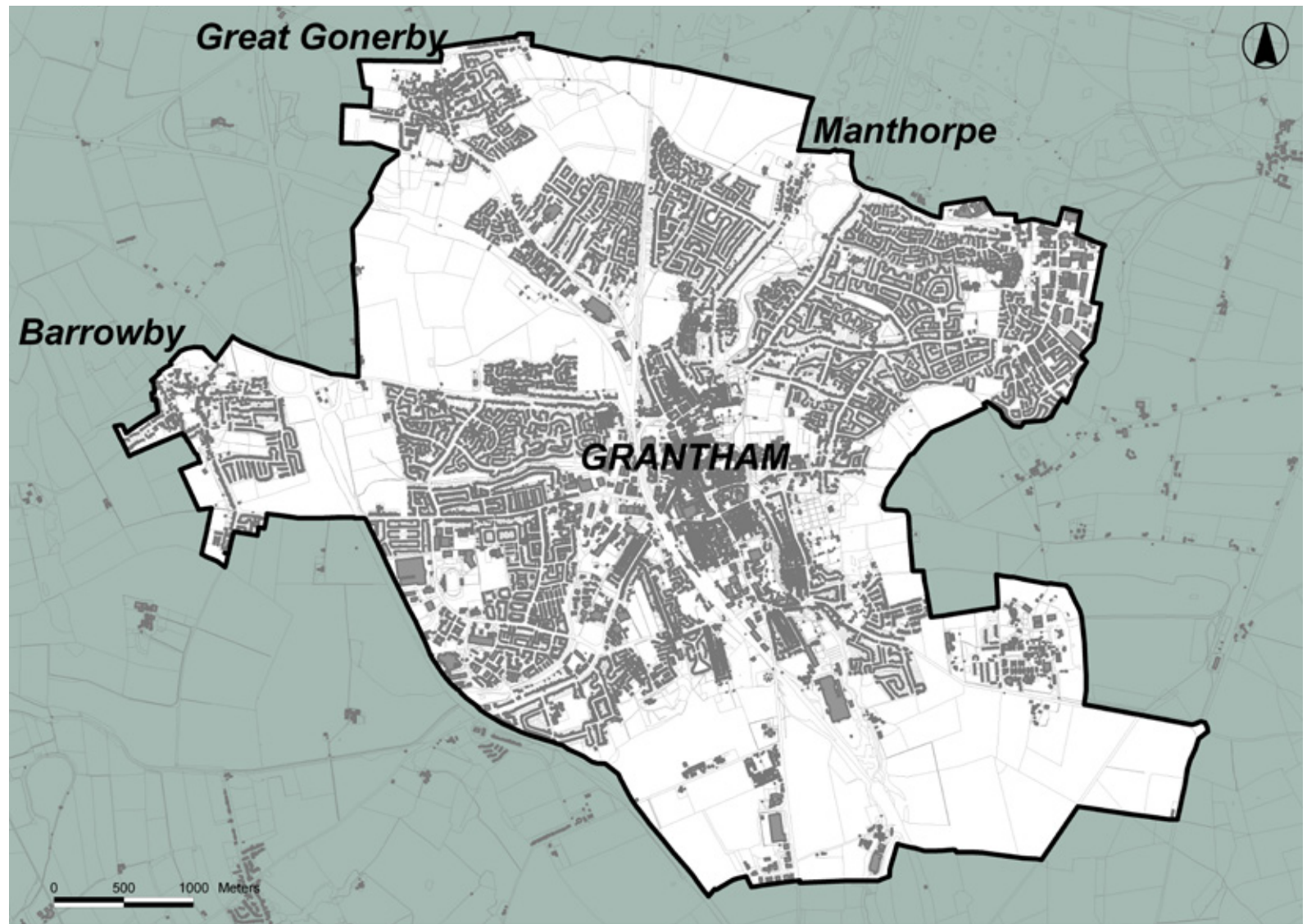


Figure 1.01 The study area (figure ground)

2.0 INTRODUCTION

Grantham Growth status

2.1 In 2006 Grantham was designated as a Growth Point. Through central government funding and regional partnerships, this has created the opportunity for the town to realise its full potential as a sub-regional centre. There is capacity within the town to deliver against Government Growth Point targets subject to the necessary key infrastructure being put in place. The population of Grantham in 2007 was approximately 41,000. This could rise by as much as 20% (8,400) by 2016 and by 47% (19,300) up to 2026 with the delivery of housing growth particularly in the defined urban extensions; Northwest and Southern Quadrants.

2.2 There are a series of strategic sites within the study area which are the subject of development briefs and ongoing work as part of Grantham Growth. A Site Development Brief for Station Approach and an appraisal document for the Canal Basin site have recently been produced (2010). There are draft development briefs for Greyfriars and Wharf Place. The 'Poplar Farm' phase of the Northwest Quadrant urban extension has received planning approval subject to section 106 approval (February 2011). There have also been a number of documents (including an outline planning application which was refused by the Council in January 2011) produced by the owners or agents of interested parties for areas of land to include land to the west of Manthorpe Village. The Southern Quadrant has also been the subject of detailed pre-application discussions with landowners and interested parties.

Figure 2.01 and 2.02; Poor design and lack of local distinctiveness are issues identified by previous studies of Grantham



2.3 A series of reports, in particular the Report on Grantham Visioning Workshop (ATLAS, July 2008) and the Grantham Town Centre Draft Masterplan (Gillespies, August 2007), highlighted a series of issues which Grantham faces. These were summarized as:

- Lack of identity
- Lack of niche marketing
- Under-use of heritage assets
- Poor legibility within the town
- Poor new design

2.4 Five themes have emerged from this work and they form the underlying vision for the town's future direction. They can be summarized as follows:

- To create a local distinctiveness and sense of place
- To maximise economic and social benefits for local people
- Create a safe, distinctive, green and pedestrian-friendly environment
- Develop & integrate town centre attractions and the retail offer
- Provide an accessible town centre to accommodate a large number of different and diverse users

2.5 South Kesteven District Council are pursuing the five themes in their work on the Grantham Area Action Plan. Key to the delivery of the plan is an effective framework for masterplanning the urban design aspects of delivery of a much expanded and regenerated Grantham. A number of urban design issues have been identified within the town. They are summarized as follows:

- Poor arrival points and gateways
- Coarse grain of recent development (within the last 10 years)
- Poor connectivity between key locations
- Poor frontages and lack of enclosure
- Over dominance of traffic
- Lack of good quality public realm

The Urban Design Framework (see Fig. 2.03)

2.6 The GUDF seeks to bring together the ideas and themes of the strategy and visioning documents which have been produced whilst considering the town in its wider environmental and socio-economic context, translating the aspirations of these documents into a more clearly defined, tangible and accessible framework. It will provide a practical spatial structure and clear strategic guidance to address the key fundamental urban design issues facing the town and help shape and define future development of the town.

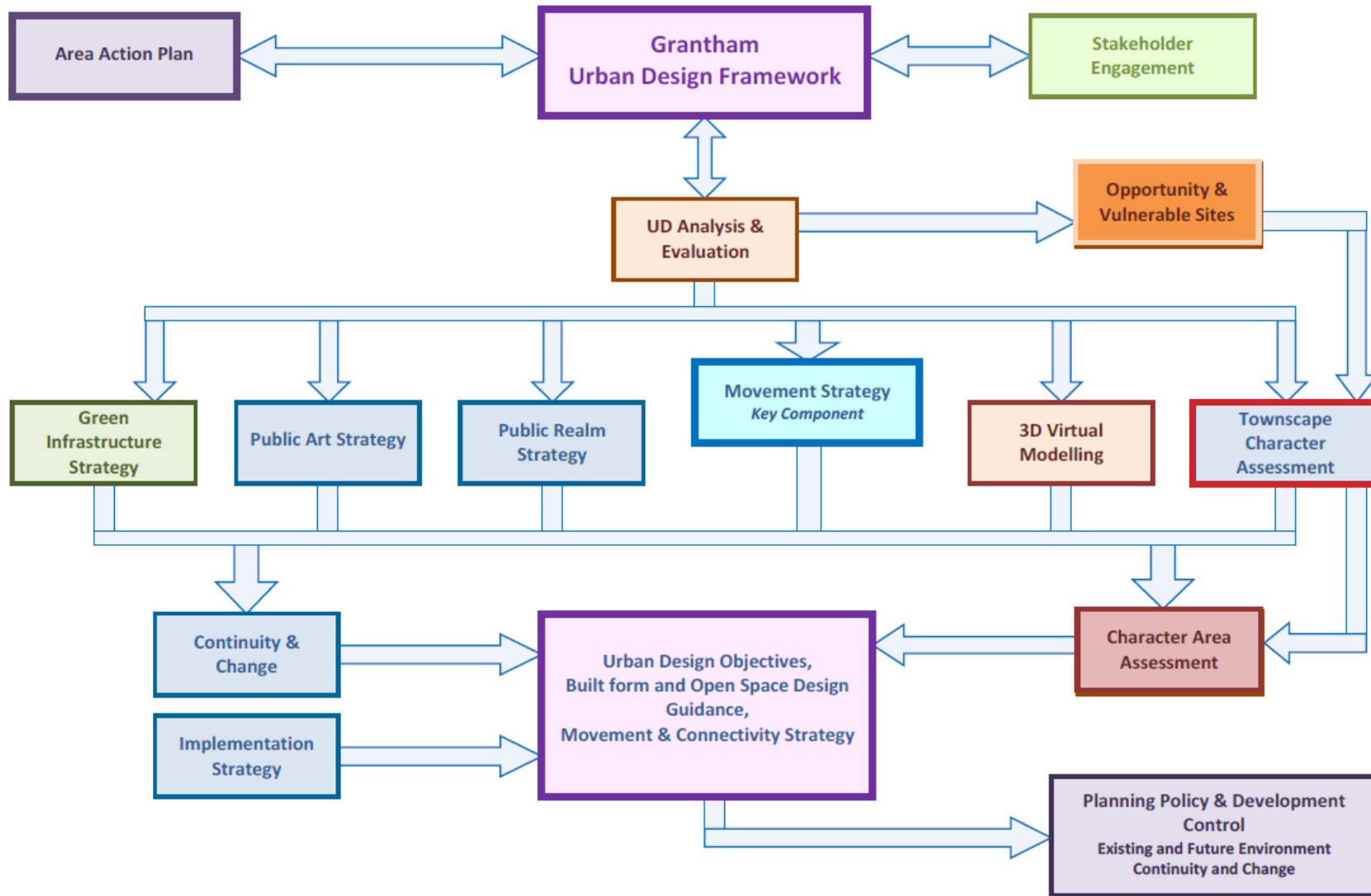
2.7 The intention is that the Grantham Urban Design Framework should draw together all the separately identified growth areas with any additional development land parcels identified during the analysis/evaluation stages of both the GUDF and the Area Action Plan; and appraise both the proposed development and the existing environment at the holistic level of the town and its wider setting.

Townscape Character Assessment

2.8 Within the GUDF, the Townscape Character Assessment is a key component (along with other components, such as the Movement Strategy which will make up the GUDF – see Fig. 2.03). The Townscape Character Assessment has five key components:

- Provide an understanding of the origins and historic evolution of the town
- Develop a Granthamian identity in terms of people and places and craft skills that have shaped the town and contributed to its 'sense of place' and local distinctiveness
- Develop an understanding of the well-defined materials palette including the historic, existing and proposed use of colour.
- Identify and promote embedded public art in the town
- Define areas of distinct character – reinforced by architectural period, use of materials and former and present uses and use patterns

Figure 2.03; The Townscape Character Assessment forms part of the Urban Design Framework



2.9 These components are intended to provide the evidence base to enable the key objective of providing key principles and interventions which will help achieve the overall objectives and form the basis for the preparation of guidance for areas of change and future development in a form consistent with that required for a Supplementary Planning Document (The Grantham Urban Design Framework).

Existing documentation

2.10 The following is a list of documents which have preceded and informed the work undertaken on the Townscape Character Assessment:

- Report on Grantham Visioning Workshop (ATLAS, July 2008)
- Grantham Town Centre Draft Masterplan (Gillespies, August 2007)
- Grantham Town Centre Issues & Development Option (Gillespies, August 2007)
- East Midlands Regional Landscape Character Assessment
- East Midlands Regional Plan (Spatial Strategy)
- Lincolnshire Streetscape Design Manual
- South Kesteven Local Plan – saved policies
- South Kesteven Local Development Framework & Core Strategy
- Grantham Station Approach Development Brief SPG (2010)
- Greyfriars/Wharf Place Development Brief –draft (GVA Grimley)
- Canal Basin Vision & Appraisal (Eko-Gen, April 2009)
- Grantham Conservation Area Appraisal (SKDC, June 2009)
- South Kesteven Landscape Character Assessment January 2007
- 'South Kesteven Green Infrastructure Strategy' (Sheils Flynn, April 2009)
- A Study of Open Space, Sport and Recreation in South Kesteven Final Report
- Grantham Transport Study
- Lincolnshire 2nd Local Transport Plan
- The Development Guide on Transport and New Development Issues in Lincolnshire
- The Lincolnshire Network Management Plan
- Grantham Shopfronts Design Guide (March 1997)
- Belton House and Park Setting Study
- SKDC and National Trust (January 2010) Atkins



Figure 2.04; Examples of documents that have informed the Townscape Character Assessment

3.0 METHODOLOGY

Introduction

3.1 The Townscape Character Assessment is in two parts. The first part (chapters 1.0 to 7.0) sets the context of the town regionally in terms of its historic evolution and identifies important people, craft skills and industries which have helped define and shape the town. There is also a section on embedded urban art evolved from much of the local skills, crafts and social history and associations with the town which form an underlying framework for much of the more subtle features and characteristics of the town. The second part (chapters 8.0 and 9.0) builds upon this baseline of information and uses urban characterisation to define and suggest ways of reinforcing local distinctiveness within quarters of the town. This assessment builds upon the work being undertaken nationally on urban characterisation. The following is an introduction to the methodology which has provided the framework for this assessment.

Urban characterisation

3.2 The purpose of undertaking characterisation is to provide a sensible overview of the resource. This invariably involves bringing together different strands of work and knowledge to provide a cohesive, robust and useable definition of an area's townscape character. This is embedded into the present spatial planning system which promotes the concept of the area action plan and undertaking the necessary work to establish the baseline from which informed decisions can be made. Planning Policy Statement 1 states:

'Planning authorities should prepare robust policies on design and access. Such policies should

be based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics'.

3.3 The Townscape Character Assessment places the heritage assets of Grantham as central to its future. This is in accordance with the key themes of the visioning work undertaken in the town. The assessment has adopted a broad definition of heritage and has used maps and text to assess the historic importance of the area and its surviving qualitative and aesthetic qualities which are broadly termed townscape.

Heritage assets

3.4 With specific regard to the heritage values and assets of the town, the concept of 'Informed Conservation' is especially relevant to the future development of the Grantham. All decisions regarding heritage assets should be made from an informed position of understanding. The Townscape Character Assessment provides a background to how the town has evolved and where important elements of this evolution survive these are identified. This may be buildings, spaces, patterns of streets or material use or re-use and often will be a combination of these elements. Only once this understanding is put into the context of a building or space can sensible decisions be taken about the future of the historic resource and its place in present day Grantham.

Townscape types

3.5 The Grantham Townscape Character Assessment was a combination of field survey, map regression and desk-based assessment of existing



Figure 3.01; Complex interaction of buildings and spaces complemented by a rich vernacular material palette

documents and databases (such as the Statutory List of Buildings of Special Architectural or Historic Interest). It comprised three principal tasks:

- An appraisal of the urban areas
- Mapping of Townscape Character Types (TCTs)
- An assessment of the character of the townscape and identification of Townscape Character Areas (TCA)

Historical Appraisal

3.6 The historic evolution of the town has been produced to establish the morphological background of the area and to describe the sequence of development of the urban areas. It is summarized on a timeline which forms the introduction to this section. This section is not intended to be a detailed definitive history of the town but aims to identify and understand the origins and key phases and drivers of the development and expansion of the urban area.

The principal sources for this section were:

- Historic Environment Record
- Extensive Urban Survey report
- Victoria County History
- Historic map sources
- Local history publications and reports

Mapping of Townscape Character Types

3.7 Within an urban area there will be groups of buildings or areas that will share similar qualities through factors such as their form, date of development, materials or use. In total, a possible 12 Townscape Character Types (TCT) were identified and mapped across the urban areas. For definitions of the Townscape Types identified, please see Appendix F.

3.8 Modern OS Mastermap provided the base-line mapping and compared against the four epochs of historic OS 6" (1:10560) mapping dating from 1870 to c.1940 to identify areas of development in accordance with the TCTs. The TCTs were then mapped in GIS. Generally the scale of data capture

was in the region of 1:2500 – 1:3000. To enable the production of an illustration of the various phases of development, each TCT was also assigned a phase code ranging from Medieval to Post WWII.

3.9 It should be noted that this was not a building-by-building assessment but an attempt to capture the broad character of the built environment across the urban area. Therefore, there will invariably be buildings of an earlier or later date in some TCTs where the majority of buildings fall into the TCT classification. However, where there are areas of development markedly different in character from the surrounding, for example flat blocks within areas of traditional residential housing, the flats were identified as a separate TCT.

3.10 The 12 TCTs identified and their characteristics are described in Appendix F together with details of the Phases assigned to the various periods of development. This data is represented as a mosaic of TCTs across the study area (Fig. 3.03) and formed the evidence base for the development (along with field study and documentary evidence) for the development of character areas.

Criteria for character areas

3.11 The Grantham Townscape Character Assessment study area is large and diverse in character. To make sensible conclusions about the character of any given part of the study area it is essential to break this area down into character areas and define and provide a clear understanding of the elements which make up the character of that given area.

3.12 It should be noted that whilst 16 urban character areas and one landscape character area (with various sub-areas) have been identified, the transition between areas is also important and in decision making regard must be had to the



Figure 3.04; Townscape types focused on the periods of development and define the typical development associated with those periods (in this case late 19th/ early 20th high density terrace housing)

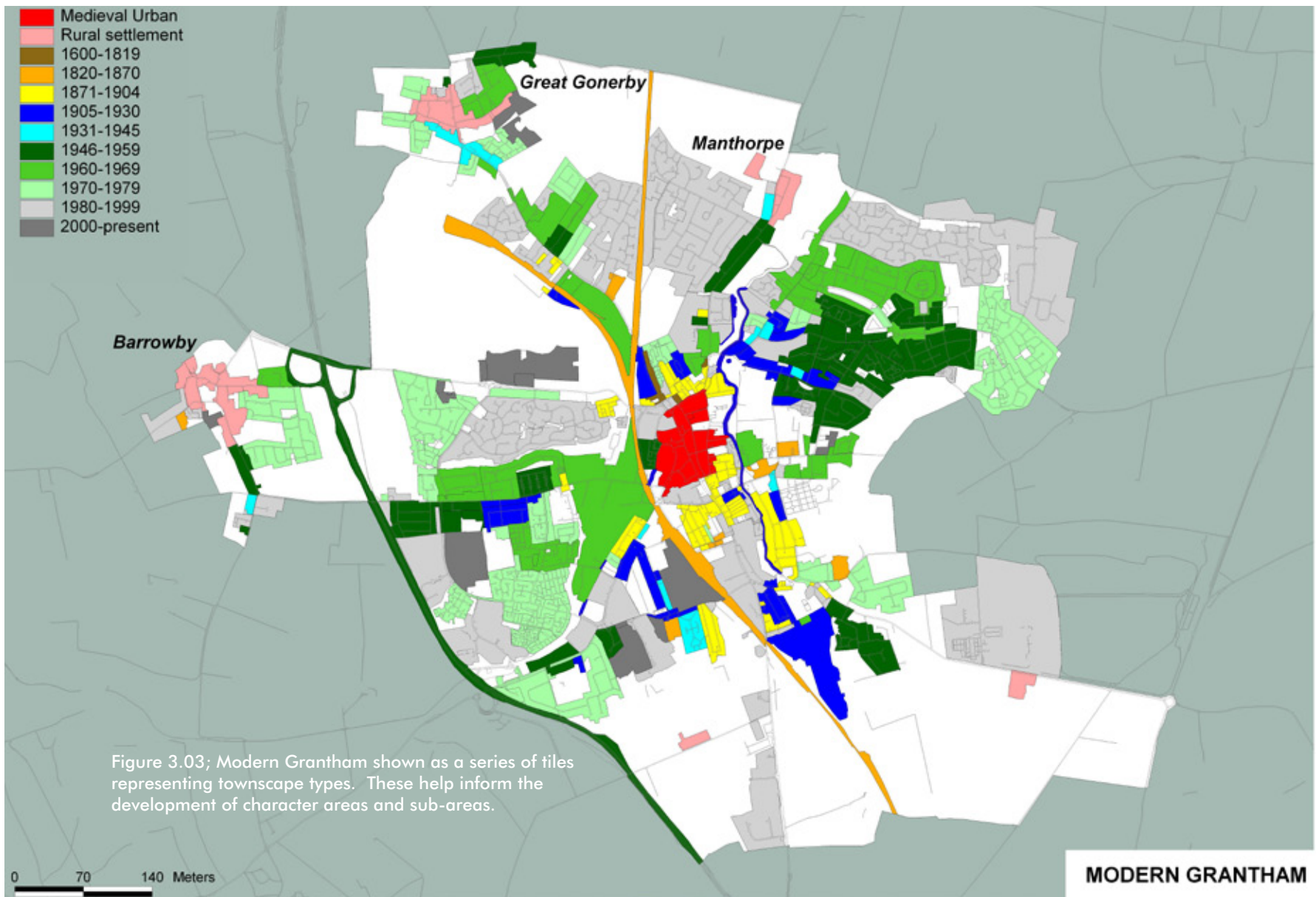
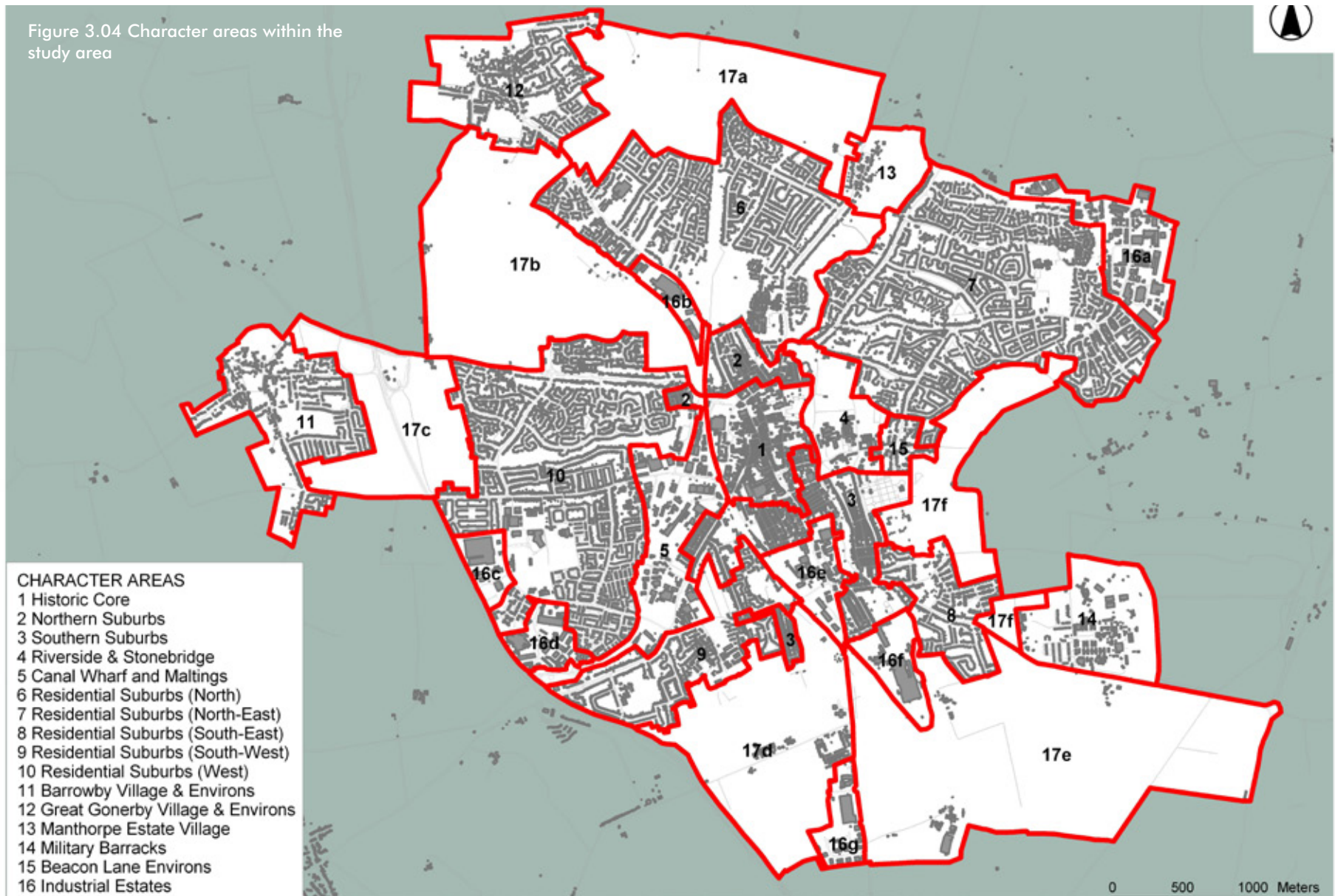


Figure 3.03; Modern Grantham shown as a series of tiles representing townscape types. These help inform the development of character areas and sub-areas.

Figure 3.04 Character areas within the study area



- CHARACTER AREAS**
- 1 Historic Core
 - 2 Northern Suburbs
 - 3 Southern Suburbs
 - 4 Riverside & Stonebridge
 - 5 Canal Wharf and Maltings
 - 6 Residential Suburbs (North)
 - 7 Residential Suburbs (North-East)
 - 8 Residential Suburbs (South-East)
 - 9 Residential Suburbs (South-West)
 - 10 Residential Suburbs (West)
 - 11 Barrowby Village & Environs
 - 12 Great Gonerby Village & Environs
 - 13 Manthorpe Estate Village
 - 14 Military Barracks
 - 15 Beacon Lane Environs
 - 16 Industrial Estates



cohesion of the whole area. This is particularly relevant when considering the height of buildings in relation to their wider context; where will they be seen in views and what impact will they have on adjacent areas or further afield (for example in relation to the Grade I listed spire of the church of St Wulfram). The marked boundary on the map is not intended as a solid barrier but as an indication of where a transition is taking place. In almost all cases connectivity between areas (and sub-areas) will be encouraged and should be pursued through development opportunities. The character of an area will be inextricably linked to its neighbours, visually and often as part of a continuation of a routeway – a road or footpath. Please note that views, in particular from just outside the study area towards and across the town, form an important part of the setting of the town and the heritage assets within the town and outlying villages as well as beyond the study area to the north which abuts the Grade I listed Belton House

3.13 Within each character area, some further subdivision has in some cases been defined. These sub-areas within character areas are intended to define mostly subtle variations in density, period of building or in some cases more strongly defining characteristics such as use (for example Grantham hospital, or the sports stadium, within their suburban settings). These areas function as part of their wider contexts but are not either sufficiently large or diverse to warrant a separate character area within the objectives of this Townscape Character Assessment.

(Above) Figure 3.05; Church of St John the Evangelist – Grade II listed building (a heritage asset)

(Below) Figure 3.06; Architectural details are highlighted in character area analysis

Structure of the character areas

3.14 The character areas have been defined so that sensible and understandable conclusions and guidance can be provided under the following headings:

- Summary
- Context (including topography and views)
- Key characteristics
- Grain/density/plot coverage
- Scale
- Uses
- Building types
- Architectural qualities
- Heritage Assets (including designations)
- Materials and colour palette
- Colour palette
- Public realm
- Connectivity
- Open space
- Biodiversity
- Condition
- Ownership
- Negative qualities of the area
- Key Design Principles (general)
- Intervention –including identification of potential sites for change
- Limits to growth
- Add Recommended colour palette

3.15 Character areas need to be robust enough to withstand close scrutiny but at the same time be workable and sensible. In some cases the character areas may not exactly fit with current aspirations but this should in no way be a hindrance to the management of change and in all cases it is hoped that this better understanding of the area will lead to better development control decisions and the



Figure 3.07; Views out to the rolling countryside of Lincolnshire form part of the character of the study area

consolidation and focusing of corporate priorities.

3.16 The following provides an indication of the information found within each character area analysis and how this is intended to inform change.

Summary

3.17 Each character area has a short series of paragraphs which are intended to provide a clear and concise assessment of the townscape significance of the character area and define the essential characteristics of that part of the town study area. There is also a single photograph which attempts to capture the essential overriding qualities of that part of the town.

Context (including topography and views)

3.18 A location map is provided which puts the character area in the context of the town study area.

3.19 The text provides details of the landform, orientation and topography, edges, relationship to other character areas relationship to water courses where important and key historic influences where relevant. This section also includes a summary of the key local views and their general subject and characteristics.

3.20 Views are identified on the Townscape Map provided for each character area. Key local views are identified in the text. Their character is defined; are they a fixed view to a static object from one location, are they deflected views, terminated views, glimpsed views or open vistas taking in a sequence of buildings and spaces or do they contrast with the enclosure of the adjacent space creating incident and dynamic townscape. In each case the reason for the view is given, usually the subject; for example, (from the Town Centre Character Area description - CA01) 'Within the character area, there are often glimpsed views of the spire of the church of St Wulfram and to a lesser extent to the tower of the church of St John.' Landmarks are identified on the Townscape Map.

3.21 Strategic views; those views considered to be of very high significance in terms of the towns heritage assets and the wider context of the town (its landscape setting) are identified in Fig.3.08. These views are coded and also shown on the Townscape Maps for individual character areas where these views originate or travel across the character area. A good example of this is the view from Somerby Hill on the southern approach to the town which takes in both the tower of St John's church (Grade II

listed) and the spire of St Wulfram's church (Grade I Listed). This view is highly sensitive to change within the character areas to the south of these assets (at least four character areas). Please note that in the text and any maps, the viewing point is indicative and in some cases may have multiple characteristics and have a number of viewing points associated with the key view identified. This is particularly the case when referring to views toward the spire of the church of St Wulfram.

Grain/density/plot coverage

3.22 The text provides an overview of the morphology/street pattern (historic, modern, narrow/broad), plots, plot grain (fine/medium/coarse) and coverage, building lines, density and enclosure. Lack of enclosure is generally identified on the Townscape Map but also mentioned in the text where this is a particular issue.

3.23 The density is measured as low, medium or high (see Fig. 3.09), or on some occasions where there is variation across an area low-medium or medium-high. These are intentionally broad as density in itself is often a misleading figure and used too often in a far too prescriptive way. Low density approximates to between 1 and 29 dwellings per hectare. Anything less than 10 dwellings would be considered a very low density. Medium density approximates to between 30 to 50 dwellings per hectare. High density would be anything above 51 dwellings per hectare.

3.24 A figure ground is provided for each character area to gain a sense of plot size, distribution and relationship to open space, road, lane and footpath widths.

Figure 3.08; The map shows strategic views into and out of the study area and perceived ridgelines which are important to the setting of heritage assets within the town

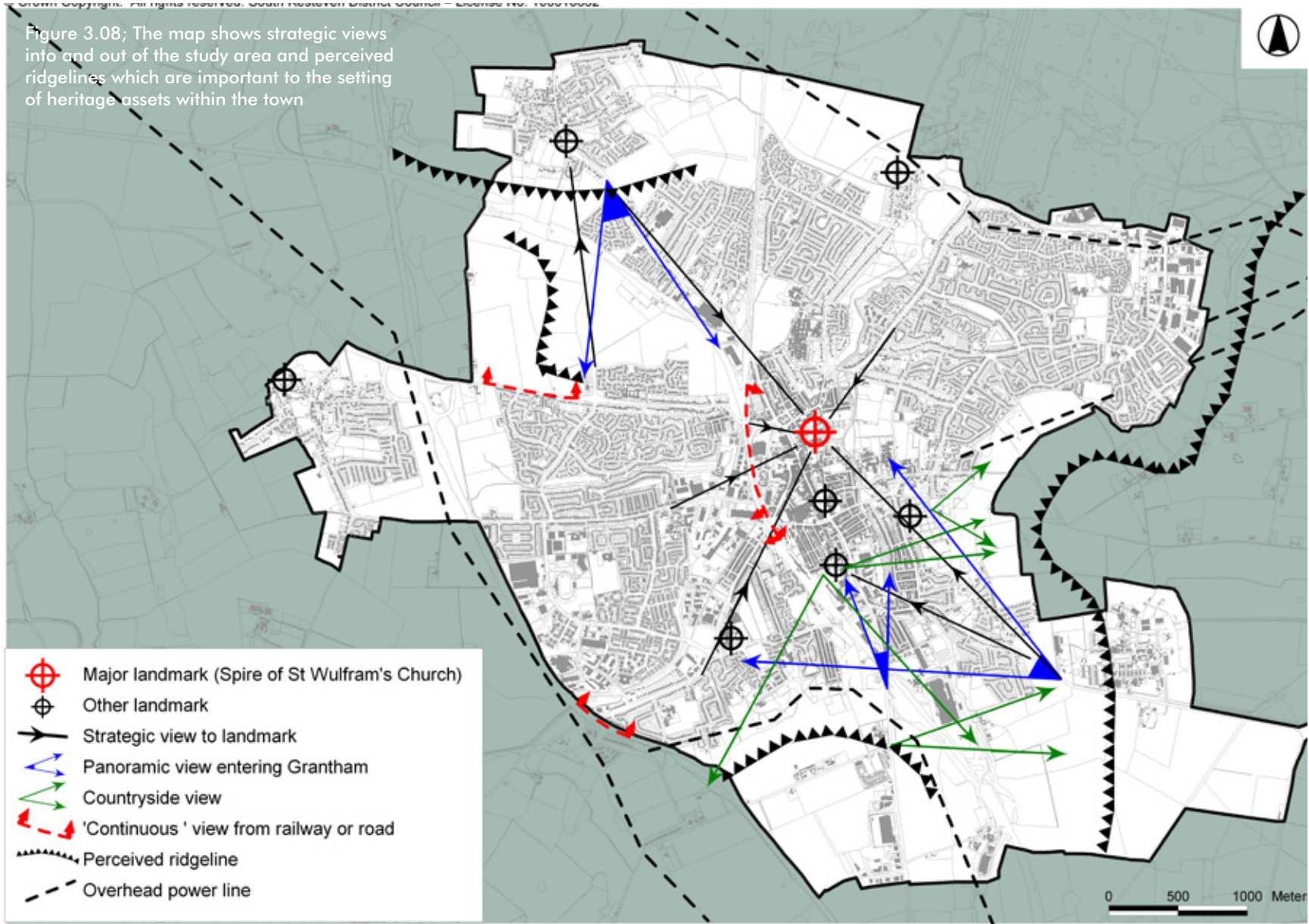


Figure 3.09 Density definitions



LOW DENSITY

No of houses: approximates to between 1 and 29 dwellings per hectare. Anything less than 10 dwellings would be considered a very low density

Type (example): Large, detached often with driveway, with landscaped gardens and mature trees

Examples: Barrowby Road (CA10d), Welby Gardens (CA02c), Manthorpe Road (CA06a)

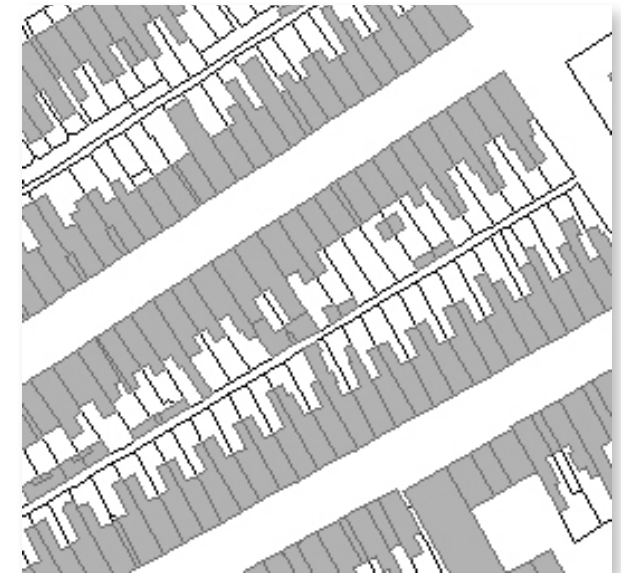


MEDIUM DENSITY

No of houses: approximates to between 30 to 50 dwellings per hectare.

Type(example): Mix of semi-detached and detached houses, with small front gardens and sometimes large garden to the rear – often long and narrow

Examples: Cliff Road (CA06d), New Beacon Road (CA07b) and Bridge End Grove (CA08c)



HIGH DENSITY

No of houses: would be anything above 51 dwellings per hectare

Type(example): Terraced housing, often with no front garden, access to rear via alleys and small narrow rear gardens (sometimes with a back lane)

Examples: New Street (CA02b), College Street (CA03b) and Norton Street (CA03d)

Scale

3.25 The text provides details of the size, bulk and massing of built form. The number of storeys, height of eaves and ridges or height of parapets (equivalent storey height) and orientation of ridges is given. Any features which affect the scale of built form is identified, for example uses such as industrial processes or factories.

Uses

3.26 The type and range of uses and how the mix affects the vitality/vibrancy and also the sense of activity is identified.

Building types

3.27 The text identifies the broad building types to be found in the area. The are housing – townhouse, flats above shops, flat blocks, retirement flats, Industrial – purpose built or converted small/medium/large units. Purpose built commercial - small/medium/large floorplate shops, retrofitted shops to earlier buildings, conversions.

Architectural qualities

3.28 The text highlights prevalent building periods. It also provides comment on the dominant articulation, rhythm, treatment of frontages (bays, set backs, windows, doors, entrances, colonnades, balconies), formality or informality and other features (such as the lighting of a building or structure)

3.29 This section will also highlight individual



(Left) Figure 3.10; Use: Functional vernacular buildings, Great Gonerby
(Right) Figure 3.11; Use: former Lodge houses (Stonebridge Road)

buildings where these are considered exemplars or their detailing or composition merit additional explanation. For example in parts of the town centre and the outlying villages – Barrowby, Great Gonerby and Manthorpe.

3.30 Buildings which are identified for their positive contribution are identified on the townscape maps. In some instances this will be for their architectural quality. Where this is the case they are usually

mentioned in the text.

3.31 Positive frontages are identified on the townscape maps and these will often reflect in part their architectural quality. By default, poor frontages identified on the townscape maps can refer to their poor architectural design in combination with the materials used.

Heritage assets (including designations)

3.32 The text highlights whether buildings or structures are statutory listed, or of local architectural or historic importance. It also comments on features, quality and condition of particular buildings where appropriate.

3.33 Heritage assets (as per advice provided by para HE2.3 of Planning Policy Statement 5: Planning for the Historic Environment – PPS5) are also defined on the Townscape Map. This includes statutory listed buildings.

3.34 An overview of heritage assets is provided in Fig. 3.13. This in particular gives an idea of the relationship of the designated conservation areas of the town compared with the character areas. This map also includes statutory listed buildings by Grade (I, II* and II).

Materials

3.35 The text identifies the predominant types of material and distinguishes where necessary between traditional and modern. The colour, textures, patterning, building techniques, locally distinctive building methods and/or materials are specifically mentioned where they are felt to contribute to the character of the area (although they may not be dominant).

3.36 The townscape map identifies poor frontages and these may in part be a result of poor use of materials. This should be read in conjunction with architectural qualities and condition.

Colour palette

3.37 Site research identified the key colours within



Figure 3.12; Each character area has an associated colour palette to inform existing character and suggest complementary colours for new development

each character area. These were recorded as NCS notations and from these colour palettes were developed for each character area. These palettes are set out within the colour and materials section of each character area description. The palettes must be read horizontally with swatches set out under specific headings:

3.38 **Integration colours** –these colours reflect the dominant colours of the character area. They are set out as a group of three colours arranged in the main from light to dark, though in some instances in order of percentage shift in hue. As the palette develops to the right of these colours the central integration colour (which can be regarded as a mid tone between the others) is used to generate the remaining colours in the palette. The origination of integration colours is noted alongside the palette in a vertical column, typically they list brick, stone, render, slate etc. Landscape in this list refers to vegetation in the form of grass, shrubs and trees.

The colours associated with these elements are not developed further as it is assumed that a landscape design will form a part of any development proposal according to principles not solely connected to colour.

3.39 **Greys and neutrals**- these colours are either neutral having no hue or else they contain up to 2% chromaticness i.e. a tint of the predominant colour within a grey base. These colours are particularly useful in linking dissimilar materials or colours together. Their layout on the page mirrors that of the integration colours for direct comparison between colours.

3.40 **Complementary colours**- this colour is the complementary colour of the mid placed integration colour. It occupies the diametrically opposite position in the colour space to the integration colour and can be used to bring out the positive chromatic qualities of the integration colour for emphasis of a particular feature.

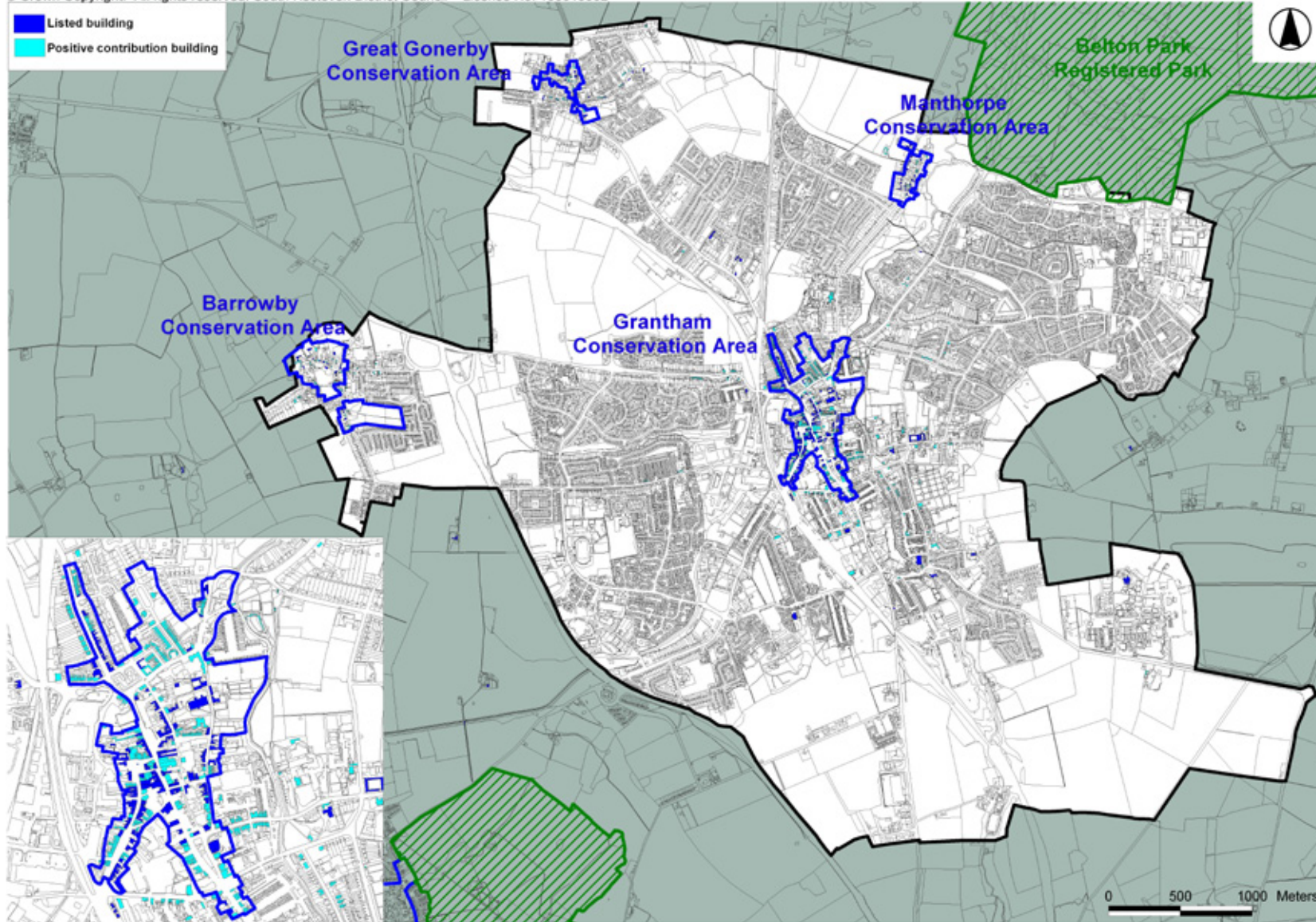


Figure 3.13; Map showing the buildings on the Statutory List (listed buildings) and conservation areas within the study area and English Heritage Registered Parks and Gardens to the edges and in the vicinity of the study area.

3.41 **Harmonising colours**- these colours occupy the same relative position in the colour space as the integration colour but in the two remaining quadrants of the colour circle the complementary colour occupies the final quadrant. This means that these colours are all perfectly balanced having the same degree of blackness, chromaticness and whiteness but differing in hue. Harmonising colours are useful in allowing a balanced palette involving colours from all parts of the colour space and therefore allowing diversity of colour choice. In reality many of these colours are not generally applied to the context of the external built environment. Therefore, for the purposes of this document, many of the harmonising colours have reduced chromaticness and increased whiteness moving them back towards the greys for greater applicability.

3.42 **Accent and articulation colours**- these colours are frequently used in architectural situations to highlight details such as fenestration, door openings, recessed panels of masonry etc. The hue of these colours is identical to the integration colour but the level of chromaticness is varied, either increased or decreased. With relatively dark integration colours, it is decreased and with light integration colours it is increased to maximise the contrast. These colours help to articulate the façades of buildings and accent particular features.

Public realm

3.43 This section provides a general overview on the quality and definition of the public realm and identifies inappropriate or missing features, such as street trees.

Connectivity

3.44 Is the character area well connected or isolated? What is the nature of the key linkages? Are they safe or transitional? Are they busy?

3.45 Access to the character area or sub-area is summarized in general terms; excellent, good, reasonable or poor. This is measured against vehicle users and pedestrian access. Connectivity is summarized in terms of both the vehicle user (where useful) and pedestrian. The presence of public rights of way is noted, major footpath networks, the quality and legibility of areas and the ability to get across the character area or sub-area and into and out of the area is summarized also, mostly in general terms; excellent, good, reasonable or poor.

Open space

3.46 The presence and extent (rough size) of parks and gardens, both public and private, is identified. Domestic gardens, front and back, are described particularly where boundaries and trees within private spaces make a significant contribution to the public realm.

Biodiversity

3.47 The importance of mainly greenspaces, boundaries and waterways are described in terms of their potential for sustaining wildlife. The presence of green corridors is identified.

3.48 Within this section trees, hedges and street greenery, not only in public places but on private land as well, are described. Important single trees and groups are identified and described where appropriate. Their broad species/type (broad leaf,

specimen, conifer, ornamental) is described when this is considered character defining.

Condition

3.49 The quality and condition of both the historic and/or townscape assets are assessed on a street level survey basis.

3.50 The townscape map identifies poor frontages and this could include those in poor repair. Similarly an area could be considered to be in a poor condition if it has a high degree of missing or dead frontages (also identified on the Townscape Maps).



Figure 3.14; The Townscape Assessment maps identify poor or missing frontages (Wharf Road south side pictured)

Ownership

3.51 The potential ownership or ownership pattern is identified. This is not definitive but indicative, for example private or social landlords.

Negative qualities of the area

3.52 Elements that detract from the character of the area and could be considered intrusive are summarised. They will often be followed by suggested interventions to remedy, remove or mitigate these issues.

Key design principles

3.53 Strategic issues relating to the sensitivity of the area in relation to potential development. These may in some cases be relatively minor issues but have the potential to be highly significant to the medium/long term future of the values, assets and attributes of the character area in question. They are intentionally broad and general as specific issues are dealt with in the intervention section.

Intervention –including identification of potential sites for change

3.54 General suggestions for improvement are bullet pointed. These are intentionally broad but provide some indication of the corporate aims identified in other District Council documents and also provide possible solutions to problems/issues highlighted in the previous sections.

3.55 Specific areas for intervention are identified and suggested approaches to change are included. These reflect the principles set out in the Key design principles section and are intended as indicative but instructive and constructive.

Recommended colour palette

3.56 Under this section a colour swatch of recommended colours is included within each character area. There should be a strong presumption in favour of building these colours into new developments – in the use of cladding or paintwork to joinery or the choice of brick and tile types and colours.

Limits to growth

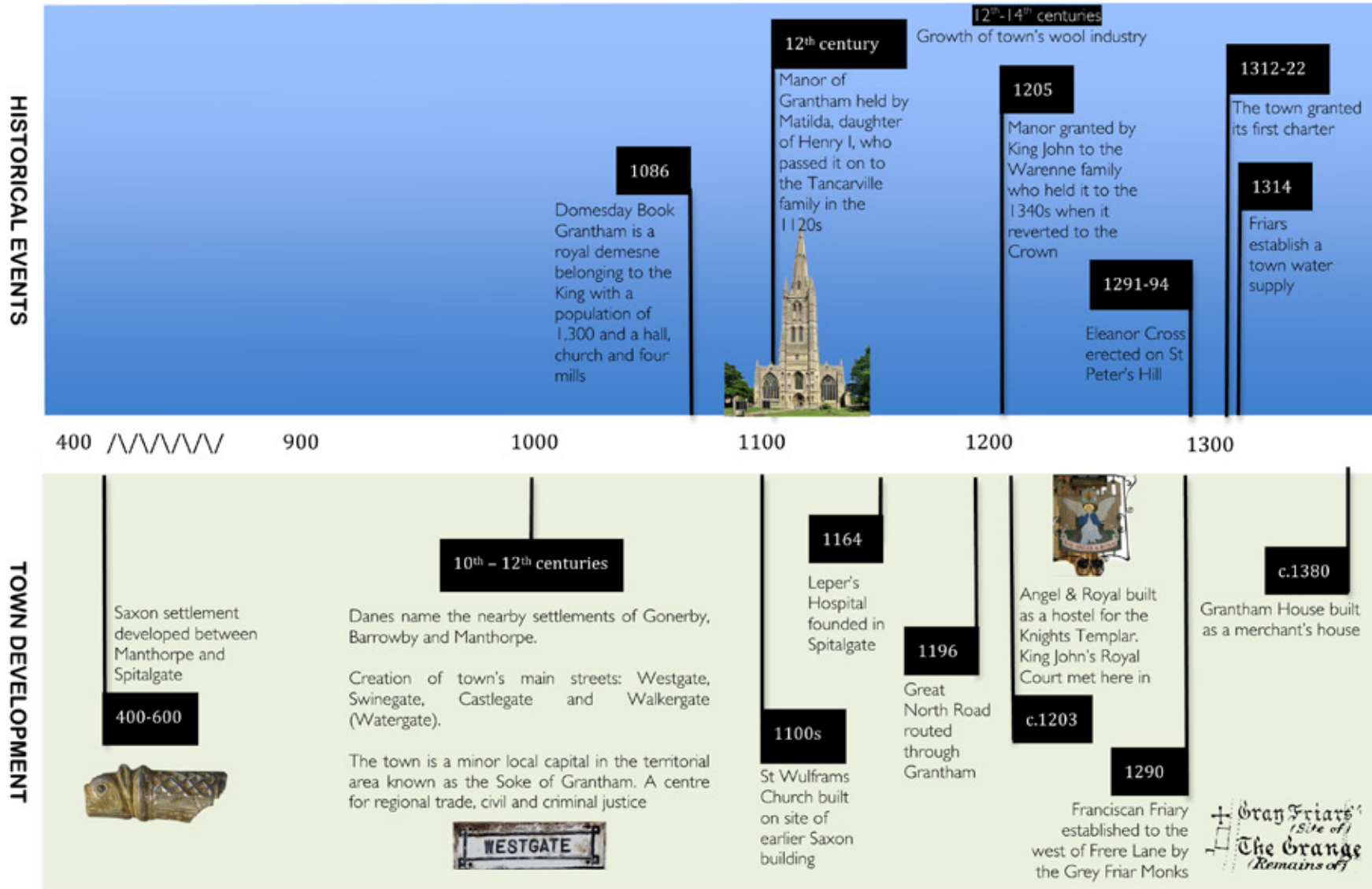
3.57 A short section on the limits to growth in townscape terms is included within each character area. These generally identify what the key issues may be when considering development within or adjacent to the character area. In some cases there are recommendations based on the townscape analysis undertaken.



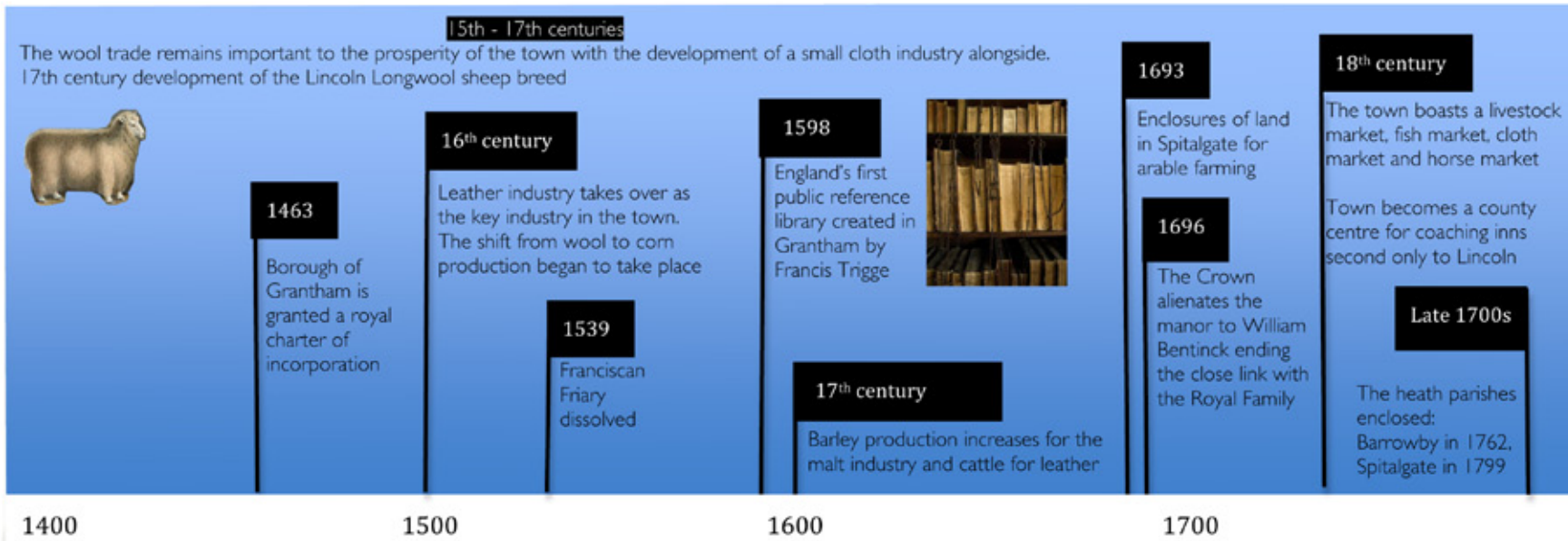
Figure 3.15; Fieldwork to ascertain the existing and recommended colour palettes

4.0 HISTORICAL BACKGROUND/BASELINE

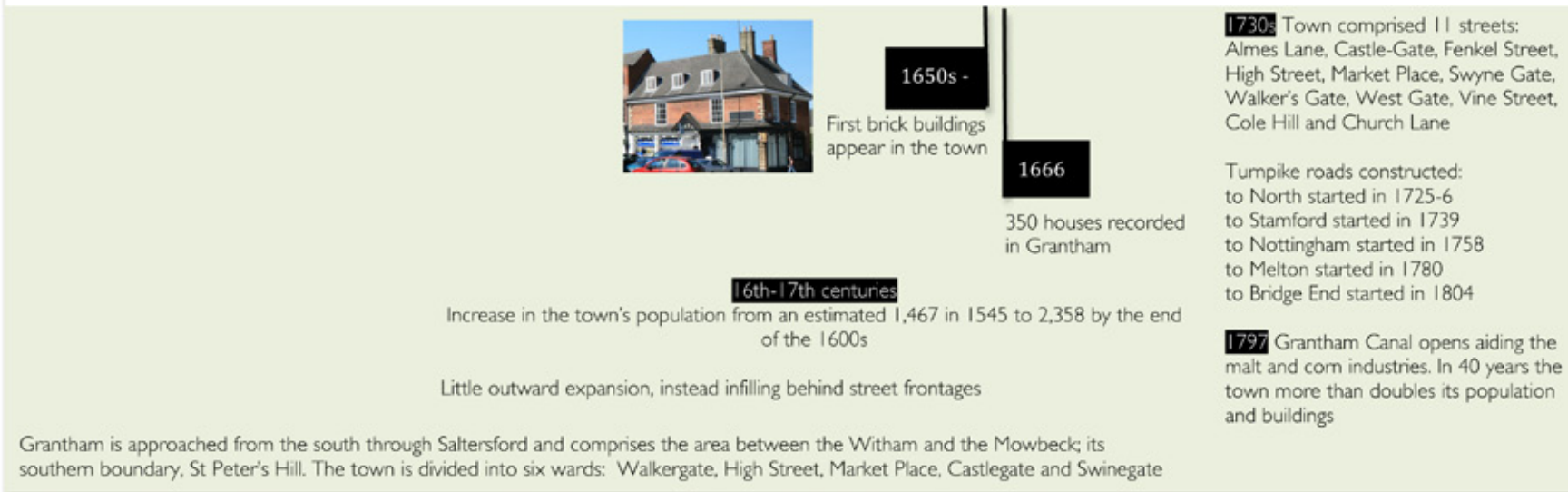
Archaeological and historic background
 (please also refer to Appendix G: Historic maps of the study area)



HISTORICAL EVENTS

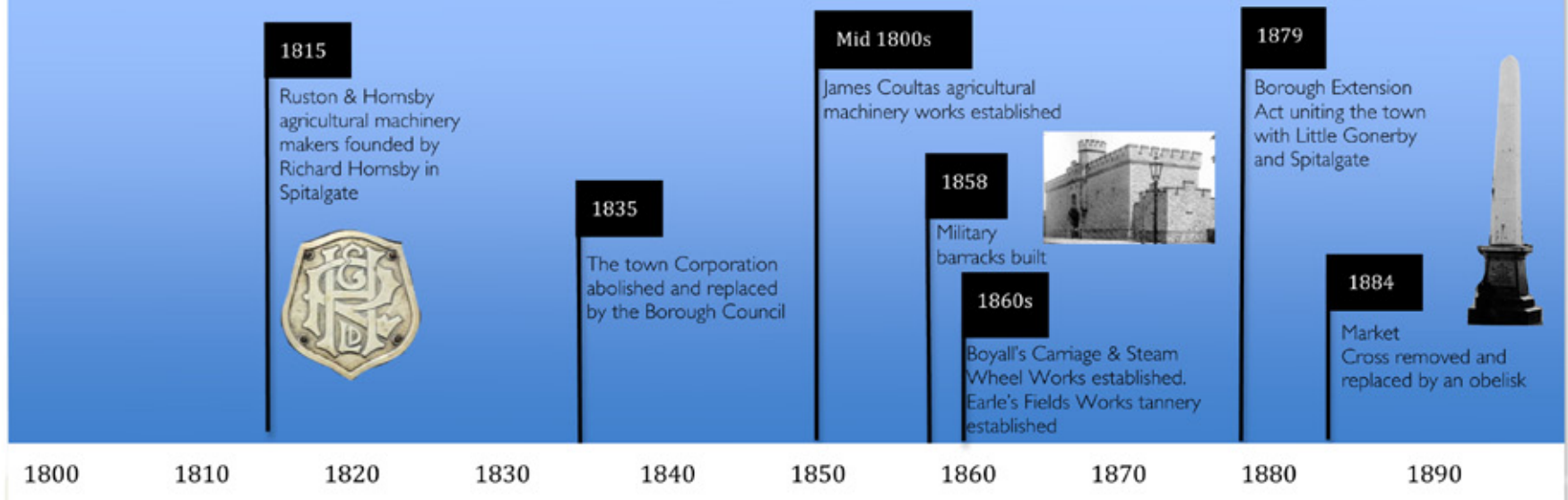


TOWN DEVELOPMENT

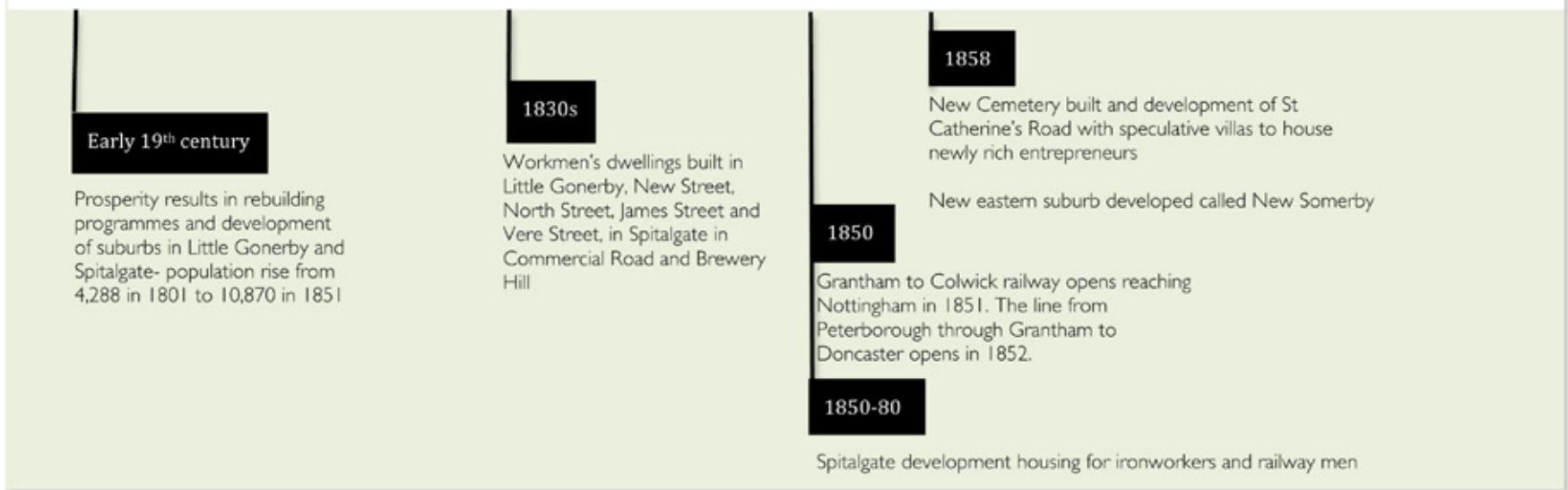


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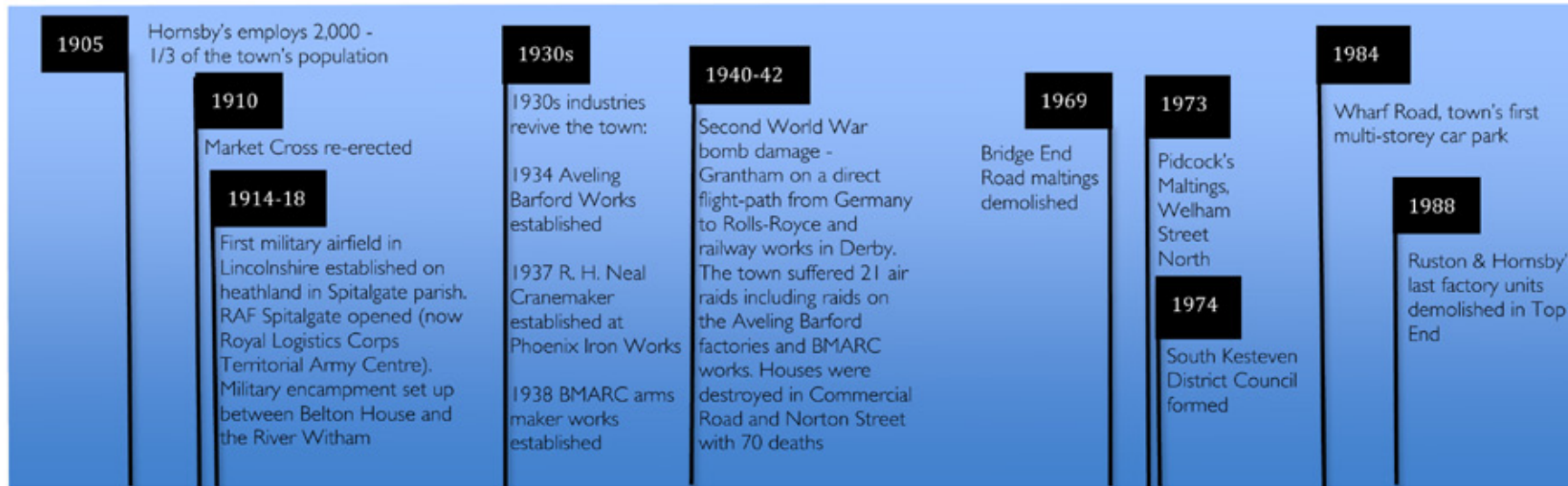
Farming revolution in and around the town turns Grantham into a prosperous agricultural centre with skilled engineers developing farm machinery to open up the heathlands



TOWN DEVELOPMENT

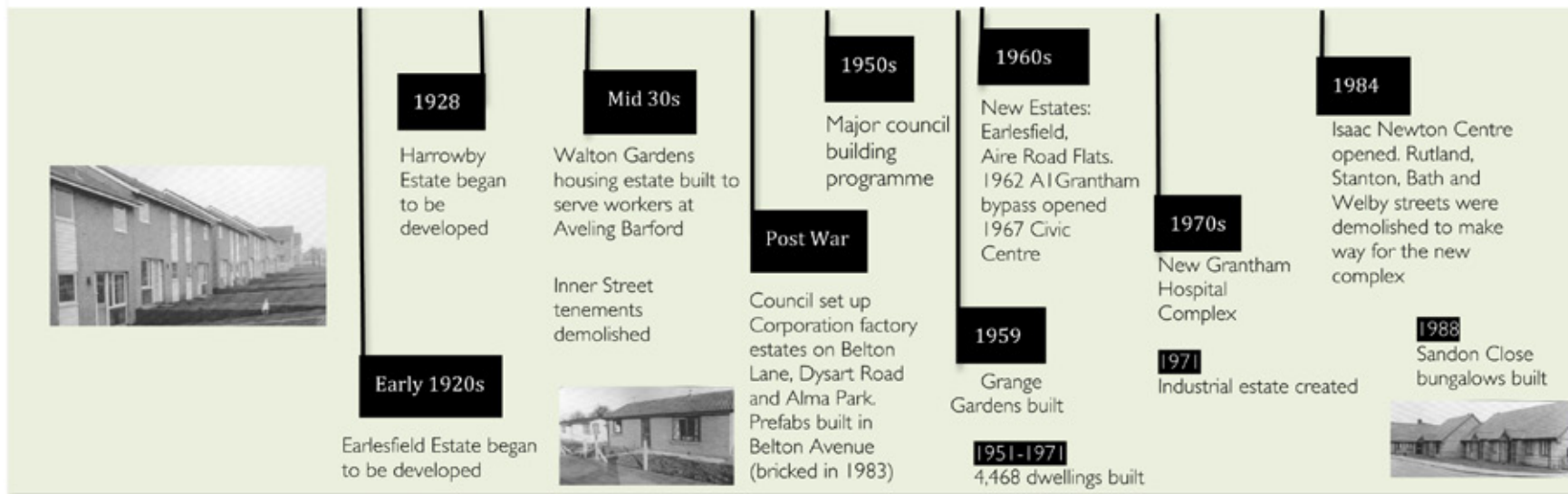


HISTORICAL EVENTS



1900 1910 1920 1930 1940 1950 1960 1970 1980 1990

TOWN DEVELOPMENT



Archaeological Background

Introduction

The Heritage Trust of Lincolnshire provides archaeological advice to South Kesteven District Council and has important archaeological and historical information about the district and the study area. This information is in addition to that held in the Lincolnshire County Historic Environment Record. Advice from The Heritage Trust of Lincolnshire should be sought if archaeology is likely to be present on any given development site within the study area.

Prehistoric Palaeolithic and Mesolithic

4.01 Evidence for prehistoric activity in the landscape around Grantham comes from a number of finds of flint and stone tools including Palaeolithic hand axes from the Cherry Orchard Estate to the west of the town centre and from near North Lodge on the hill top south of Barrowby. Mesolithic flints have also been recovered from the Cherry Orchard Estate as well as from sites to the west of Great Gonerby, west of Barrowby.

Neolithic

4.02 Neolithic activity in the area is attested by a number of flint blades that have been found including from near Welham Street to the south-east of the town centre and from near Barrowby where a Neolithic macehead has also been found. Neolithic settlement sites are rare but one such site was discovered at Little Gonerby which was represented by finds of pottery and flints.

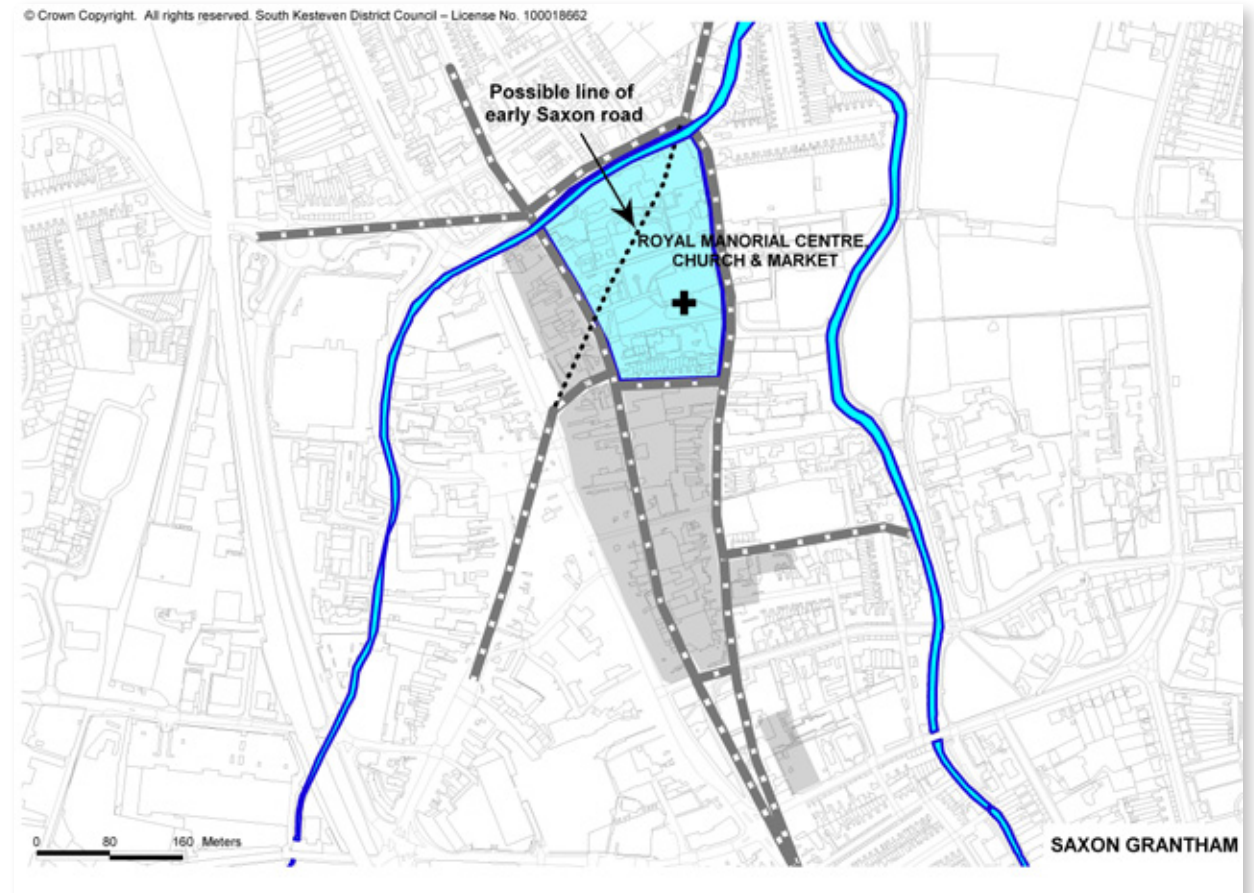


Figure 4.01: The extent and key elements of Saxon Grantham

Bronze Age

4.03 To the north-east of the town centre there is a recorded Bronze Age bucket and urn cemetery with cremation burials and ploughed out barrows survive as crop marks on the ridge south of the town but to date no evidence for a settlement of this period has

been discovered. Bronze Age flint scatters have been found in several places, particularly on the higher ground near Barrowby. At Saltersford a Bronze Age ingot and a rapier have been found; the association of possible ritual or votive offerings being made into water being a feature of the Bronze Age. There are also several ring ditches on the higher ground above Saltersford.

Iron Age

4.04 There is relatively limited evidence for the Iron Age period but two sites near Saltersford to the south of Grantham have produced finds of pottery suggesting that there was a settlement in the valley, the name possibly indicating the point where a salt track crossed the Witham leading towards the Midlands from the salt workings that developed north and south of Billingborough on the edge of the fens, at this period an area of salt marshes, creeks and open sea. On the higher ground along Tollemache Road west of Saltersford a middle Iron Age enclosure and an iron smelting furnace was discovered in 2008. Pottery found on the hill top near North Lodge south of Barrowby may also indicate a small settlement in a more typical location on higher ground. From the town itself a single Iron Age coin is the only evidence from this period.

Roman

4.05 Grantham lies just 3km to the west of the main Roman road through Lincolnshire, Ermine Street, which heads north to Lincoln and south to London. Whilst there is little evidence of settlement within the area of the later town in Grantham, there are many sites around the town which have produced Romano-British pottery indicating small settlement sites, particularly in the area of Great Gonerby and Barrowby. However, the principal settlement site discovered in the area lies at Saltersford where evidence of stone walled buildings, yards, evidence of iron working and a cemetery have been excavated. The extent of this settlement has yet to be defined. Finds of slag in the Grantham area suggest that there was some working of the local iron stone, probably on a small scale.

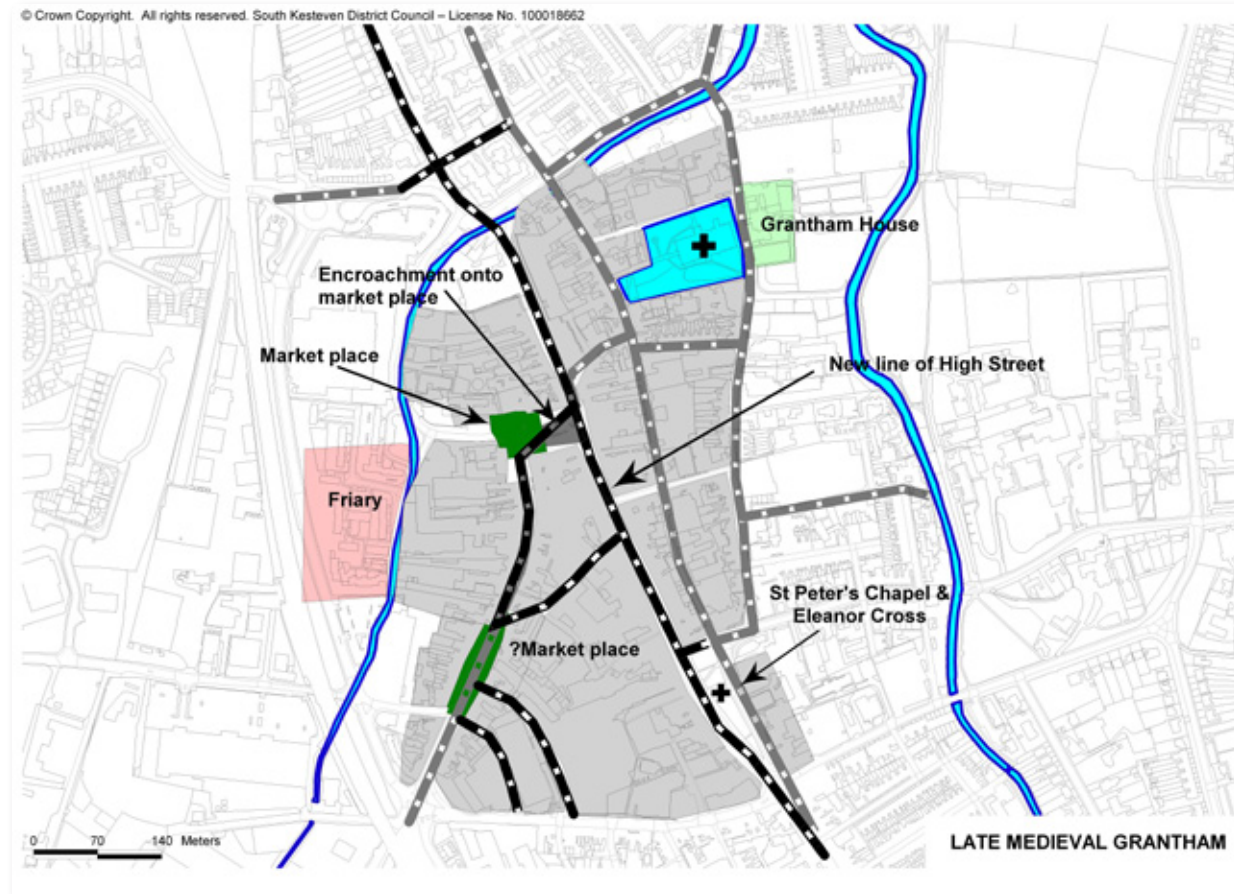


Figure 4.02 Late medieval Grantham

Saxon

4.06 Several sites outside the later core of the town have revealed early Saxon material; early Saxon pottery has been found on a site to the east of London Road near its junction with Springfield Road whilst on the east side of the river in the New

Somerby area an inhumation burial has been recorded. A site to the north of the Barrowby Road in the Poplar Farm area of the town revealed early Saxon material, a single sherd of pagan Saxon pottery. To the north-east of the town off Manthorpe Road early to middle Saxon pottery has been recovered.

4.07 By the late Saxon period there was an important settlement at Grantham, probably a royal estate centre with urban characteristics, serving as a market and ecclesiastical centre with the church of St Wulfram's being a minster church. The Domesday Book records that Grantham had 111 burgesses and 77 other properties suggesting a population of up to 1000 people. Despite the size of the eleventh century town Late Saxon material has only been found on one site within the core of the town, in the area to the west of St Wulfram's church. How far the town extended by this time is not known although 'early medieval activity' is indicated on a site in George Street by the presence of a rubbish pit.

4.08 Barrowby and Great Gonerby and Little Gonerby were also in existence by the late Saxon period, all being recorded in the Domesday Book, although there is no archaeological evidence for settlement other than a grave cover at All Saints Church, Barrowby. To the east of Great Gonerby, Saxon pottery has been found in an area where Romano-British pottery was suggestive of settlement and it is possible that this site represents an earlier settlement focus which may have shifted to Great Gonerby.

4.09 Saxon pottery has also been found on a site near the northern end of Belton Lane and in the area of Saltersford, an area that seems to have attracted settlement from the Iron Age at least.

Medieval

4.10 The historic core of Grantham displays its medieval past in its street pattern, the layout of property plots and some surviving medieval buildings but relatively little archaeological work

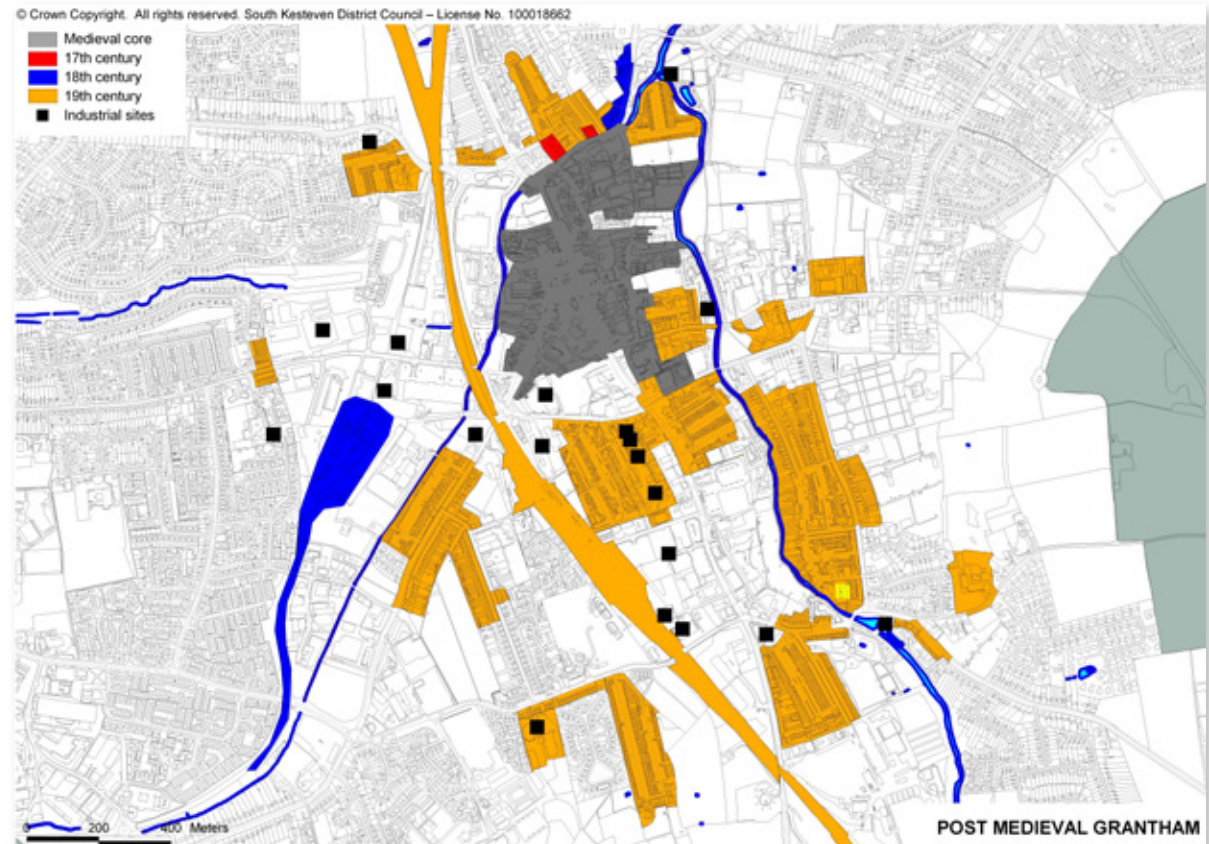


Figure 4.03 Modern Grantham

has shed light on the development of the town in this period. It is known that to the west of the town centre was the site of a Franciscan Friary, the friars arriving in the town before 1290. The friars brought a piped water supply into the town from near Gonerby leading to the conduit on the west side of the market place. By the sixteenth century the friary consisted of a group of buildings, with a church, a belfry, a cemetery, a kilnhouse, possibly a maltings, and stables. The friary was surrendered

in 1538/9 and was by that time a very poor house of little value.

4.11 To the south of the town near the junction between London Road and Springfield Road, well beyond the extent of the urban area, was the leper hospital of St Leonard's. Medieval activity, possibly associated with tanning or butchery, was being carried out on a site on Welham Street near the river in the medieval period.

Post-Medieval - Modern

4.12 Of particular interest in this period is the evidence for industrial processes carried out in the town, particularly iron works, engineering works, maltings and brewing and tanning. Some of these industrial sites have been redeveloped, often with no archaeological investigation, whilst some aspects of these industries are represented by standing buildings which can be studied and recorded. For the most part, these industrial processes all occurred beyond the historic core of the town and many were focused around the now infilled canal basin.

4.13 Today many buildings with links to Grantham's 19th and 20th century industrial past still survive. At the foot of Gonerby Hill the site of a former brickworks now houses the Vaculug factory. The building developed in the Second World War as a 'shadow factory', an outstation of BMARC, to make ammunition and aircraft cannon components. It is now the headquarters of the Vaculug firm, Vaculug being a process for re-treading large earthmoving tyres. Opposite can be found traces of a large malting complex complete with sidings and connections to the main railway line.

4.14 The railway with its 19th century station and the surviving length of the late 18th century canal are key reminders of the important transport links, which enabled the town's heavy industries to flourish.

4.15 Among the many industries brewing beer was an important activity in Grantham and resulted in the development of numerous maltings throughout the town. The 19th century maltings on Wharf Road survive, now converted into residential use. In addition to this the former malthouse, now reused for light industry on Springfield Road remains as do 19th century maltings at Spring Gardens,

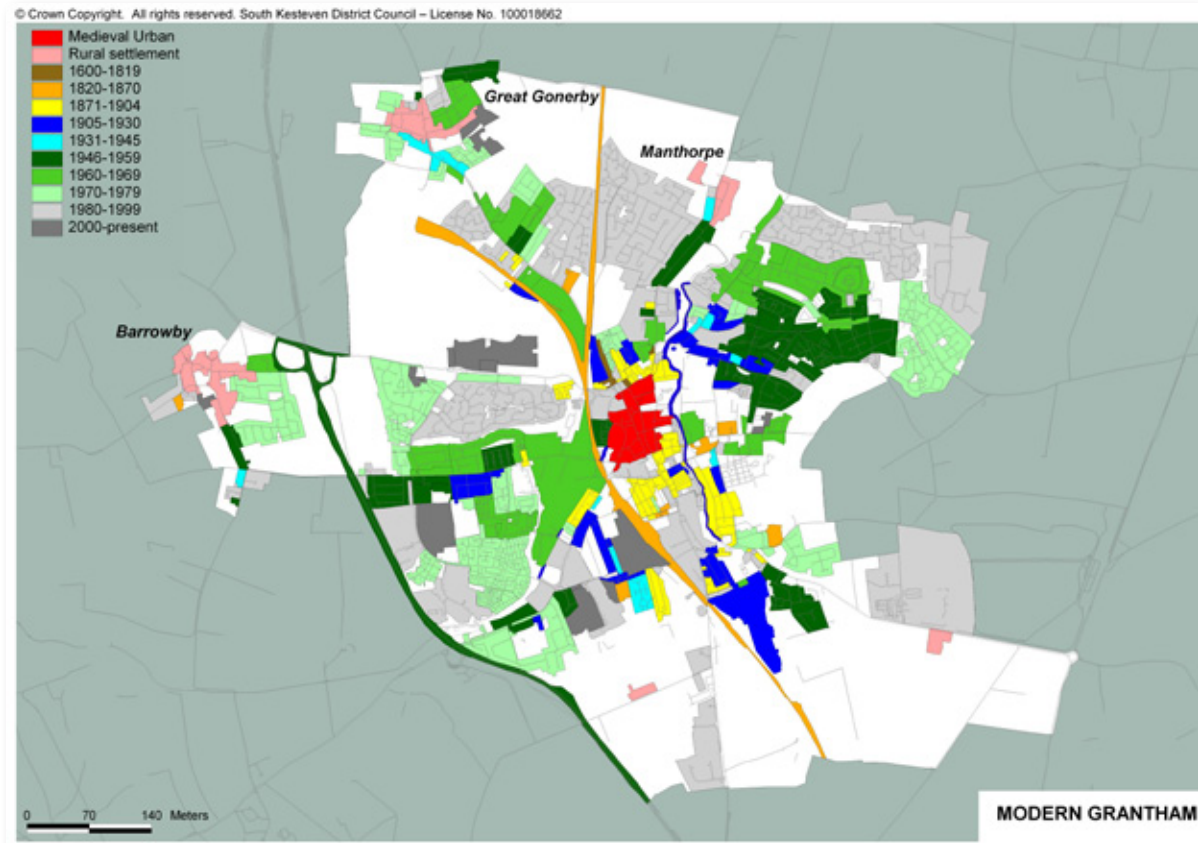


Figure 4.04

Mowbray's brewery buildings on Brewery Hill, a large maltings complex on Bridge End Road (converted to residential use) and the former HQ of the last malting firm in Grantham in Station Road East.

4.16 Agricultural machinery production found its niche in the town and Grantham grew to become an important technological centre of machinery production with Richard Hornsby's once world-

renowned firm and James Coultas' factories. Richard Hornsby's first forge and home still survives in Barrowby as do a small remaining part of the Hornsby foundry (now a builders' merchants) in Spring Gardens, the remains of Hornsby buildings on Station Road East and the factory complex at the top of Houghton Road that housed the 1930s firm Aveling Barford Ltd on the site of the original Hornsby Boiler Works. In addition Richard Boyall's Carriage and Steam Wheel Works showroom

remains, now converted into Jewson's offices and trade centre, part of Morley's works, a small engineering firm, located on Old Wharf Road and the remains of Yates and Co building, steam ploughing contractors, now a builders' merchant, Harlaxton Road.

4.17 Other industries are represented by Old Tannery House, the only survival of the tannery on Earlesfield Lane, a former brick works building off Springfield Road and Spittlegate Mill (converted for residential use), Bridge End Road.

4.18 As well as industrial buildings there are: terraces built for workers in the factories e.g. Houghton Road; the church, vicarage and school on Station Road East financed by Richard Hornsby; Grantley House, Richard Hornsby's second home and numerous castings found in many streets of the town by James Coultas, Grantham's second most important agricultural implement manufacturer after Hornsby.

5.0 LOCAL CRAFT SKILLS

5.01 Medieval Grantham's wealth was created by the production and sale of wool, with wool merchants becoming increasingly wealthy and powerful. Wool selling continued to be important throughout the 15th, 16th and even 17th centuries. Other trades included walkers, weavers, dyers and websters, although there was never an extensive cloth industry in the town, and also wine merchants and parchment makers.

5.02 In the 16th century, the leather trade becomes significant, particularly shoemaking which constitutes the only recorded trade guild apart from the merchant guild in the town.

5.03 By 1700 sheep farming was no longer the predominant farming activity. Barley for malt, oats for fodder and cattle for meat and leather were increasingly produced, with the associated trades of tanners, curriers, whittawers, saddlers and glovers.

5.04 The impetus towards major capital investment in farming was boosted in the 1790s by the construction of the Grantham to Nottingham canal with greatly increased markets for wheat, barley and malt. However, in the early 1800s, it was the engineering abilities of skilled iron workers brought about by agricultural prosperity on a scale never before experienced in Grantham. Richard Seaman, Richard Hornsby, James Coultas, John Foster, Thomas Barton and Robert Hempstead were all involved in ironmongering, blacksmithing, carriage making and repair, shoeing horses and repairing iron ploughs. Their inventive skills led them to develop farm implements and by the 1850s, Hornsby was offering steam ploughs, portable steam engines, rollers, clod crushers, seed drills, reapers, mowers, and threshing machines.

5.05 There were other industries in 19th century

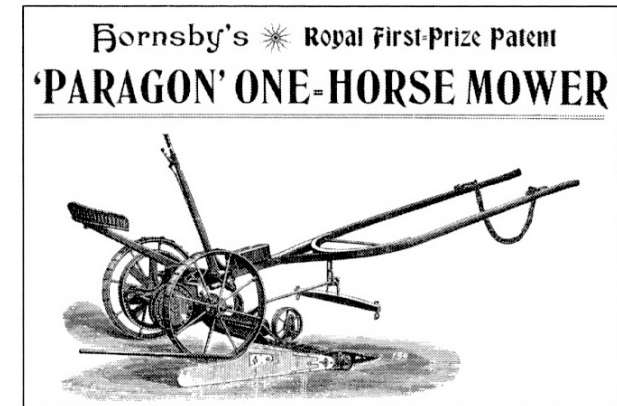


Figure 5.01; Adverts for engines and agricultural equipment made by Hornsby c1890s

Grantham. R.J. Boyall and later R. Anderson, made carriages at their works near the station. Leather was processed by A. and T. Shaw at Earlsfield using water from the canal. Henry Bell was a thriving corn merchant, and John Lee a saddler and harness maker. Maltings were widespread throughout the town, surviving into the 20th century. Hardy's, Hole's, Mowbrays Lee and Grinling, Melbourne Bros, Charles Thompson, Warwick and Richardson, Weightman, Wyles and Burrows all profited from the beer drinking habits of the iron workers. There were some 90 inns and pubs in Grantham at the turn of the century.

5.06 The coming of the railway in 1850 turned Grantham into a railway town with the station built adjacent to Hornsby's iron works. The extensive engine sheds provided cleaning, engineering, coal, water and shelter and stimulated an associated range of trades.

5.07 The greatest 19th century expansion of the town took place between 1850 and 1880. Brickworks in Brick Kiln Lane, now Springfield Road, provided many of the bricks, but the majority of the building materials came in by canal and railway from further away.

5.08 Medieval Grantham, by contrast, featured the use of Ancaster Limestone, on its finest buildings such as St. Wulfram's and Grantham House, where the skills of master masons reached great heights.

5.09 Grantham, though not a major centre for clock making, had clock and watch makers from quite early times, the first recorded looked after the clocks of St. Wulfram's and the old Guildhall. John Wood came to Grantham in 1753 and worked up to the time of his death in 1811 at the age of 81. He trained 12 apprentices in his life, many of whom, like William Read and George Johnson, went on to run their own businesses from the town.

5.10 Chair making was another mid-19th century craft skill which flourished in the town. The Grantham pattern of the Windsor Chair was a local speciality, along with the Caistor Chair, produced by John Shadford

5.11 Today evidence of these former craft skills can be hard to find. The converted former maltings buildings and large houses of the industrialists are the most tangible reminders of former trades. Restructuring and redevelopment from the 1960s onwards have swept away the major manufacturing areas, and the national as well as local emphasis on service industries has cut the link with trades of the past. Defining new ways to promote craft skills within Grantham despite this important historic legacy will be increasingly challenging given today's global markets.

5.12 Individual designer makers live and work in the county, some in the town itself, and regional associations such as The Design Factory does much to showcase their talents.

5.13 The expansion of the town and the creation of new public realm should generate opportunities for "made in Grantham" to once again be a feature of the town's identity.



Figure 5.02; Chair making was an important industry for the town in the 19th century

6.0 GRANTHAMIAN CULTURE

Significant people of Grantham who have shaped, influenced and contributed to the development of the town.

6.01 There are three individuals who are associated with the town, whose significance relates to the national and global rather than the local arena. They are: Isaac Newton, Thomas Paine and Margaret Thatcher. Newton is recognised in the town with a statue, plaques, and a shopping centre. Thatcher has a plaque on her birthplace and it is too soon yet to judge her legacy to the town. A plaque is planned for Tom Paine.

6.02 This report focuses more upon the individuals who have shaped the development of the town and have the potential to contribute to the formal recognition of the Grantham brand.

Bishop Fox

6.03 Richard Fox was the principal secretary to Henry V11. He built the school house for the medieval boy's grammar school, and helped the school financially by grants of land.

6.04 The King's School has an unbroken history on the same site since its re-endowment by Fox in 1528. Fox was a local man, entering into service of Henry Tudor, while Henry was in exile in Brittany. In the 16th century the school became known as the Free Grammar School of King Edward V1. Scholars numbered a few dozen at foundation and there were still fewer than one hundred until the 20th century.

6.05 Isaac Newton was a King's School scholar

from 1655-1660. Other significant pupils include: William Cecil, principal secretary to Elizabeth 1st, Henry More, and Colley Cibber, a successful actor and playwright at the Theatre Royal Covent Garden, and allegedly the worst poet laureate ever.

6.06 In 1812 the town burgesses founded a new boys' school, The National School and a girls, school. These two schools were eventually housed in a new building on Castlegate, although as separate institutions.

6.07 A popular private commercial academy was run by John Hardwick in Middlemore House in Castlegate, offering a business education, which together with evening classes for scientific subjects held at the National School contributed to the industrial prosperity of the town.

Education has a long history in the town and has left a strong legacy. Coordination of interpretation around this subject, through to the present day school campus would reveal far more of this interesting story and may have an impact upon the decisions of potential new residents to move to the town.

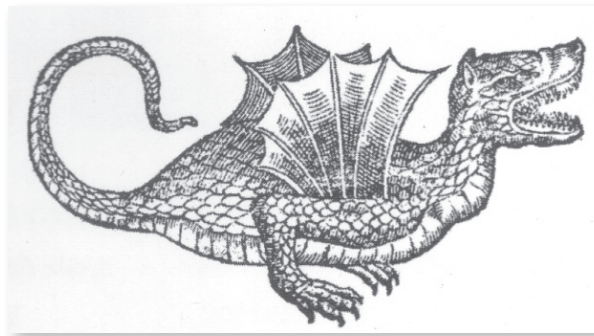


Figure 6.01; An illustration from one of the books in the Trigge Library

Francis Trigge

6.09 In 1598, Francis Trigge, Rector of Welbourne gave £100 for books for the people of Grantham as well as the clergy. About 240 books were bought, many dating back to the 16th century. These books were secured with chains forged in the town, many with elaborately patterned leather covers. The books cover theological subjects as well as medicine, history, law and classic texts. There is also a copy of a book used by Christopher Columbus and two volumes of Gesner's Bestiary of 1587.

6.10 The library is generally considered to be the first provincial town public library. The stock of books was added to in 1661 by Bishop Sanderson and by philosopher Henry More who presented copies of his works to the library in the late 1600s.

Woodcuts and engravings from some of these books, together with the amazing stock of gargoyles on the church create very arresting graphic images, useful for way marking, text based interpretation and neighbourhood identification.

Sir William Manners

6.12 In the first half of the eighteenth century, the manor of Grantham belonged to the Portland family, selling it in 1767 to Lord William Manners who in turn gave it to his son John Manners. John Manners married Lady Louisa Tollemache, daughter of the Earl of Dysart, and their son, later Sir William Manners became the lord of the manor.

6.13 Sir William was a Whig politician and he endeavoured to gain control over nomination of one of the two seats which represented the town. He tried to ensure the votes of his tenants by offering

beer at the pubs on his estate to those who would vote for the whig candidate who sported his blue colours. This led to the addition of the word “blue” to many pub names in the town: Blue Pig, Blue Lion, Blue Horse, Blue Dog, Blue Bull, Blue Boar, Blue Cow, Blue Ram, Blue Sheep, Blue Lamb, Blue Boat, Blue Bell, and the Blue Man. There is even a Blue Gate street. Although many of these pubs no longer exist, the references to the colour blue endure.

6.14 Sir William was never totally successful in his effort to control one of these seats, but Whig and later Liberal members of his family did on several occasions during the 19th century. The best known of these was F. J. Tollemache, one of Sir William’s sons whose statue sits on St. Peter’s Hill. The Lordship of the Manor is no longer held by one person, and the Buckminster Trustees now carry out that function owning considerable amounts of property in the town.

The strong cultural association with the colour blue could form part of the analysis of local palettes and provide a base infrastructure colour for the public realm.

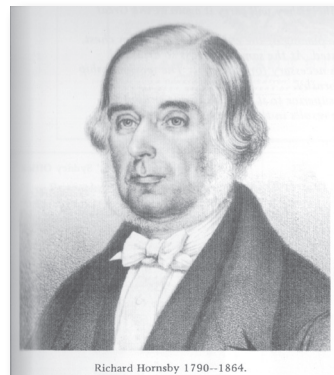


Figure 6.02
Richard Hornsby

Richard Hornsby

6.16 Born in Elsham in 1790, Richard Hornsby came to Grantham in 1810, establishing a smithy specialising in farm implements, with his partner Richard Seaman. By 1854, as sole proprietor the works in Spitalgate had extended to 34 furnaces, with up to 14 steam engines in production at any one time. The firm was to become world leaders in agricultural implements, engines and tracked vehicles, winning many prestigious awards. In 1827 a son, Richard junior was born and it was he who was destined to continue the firm’s prosperous rise to such prominence.

6.17 Through Hornsby’s efforts Spitalgate had become the new working environment of the town, based upon a strong work ethic and the influence of the chapel. Hornsby supported many local charities, and though a staunch Methodist, he even subscribed to the Church of England National School. By 1905, the company, with a work force of 2000, supported a third of the working population of Grantham. From agricultural machines and steam engines to diesel engines and power generators, exports spread throughout the world. Hornsby’s supplied gold mining equipment to South Africa, power generators to light the Kremlin, lighthouses and light ships and powered the first transatlantic wireless transmission. The diesel engine powered caterpillar track vehicles developed in 1909 laid the foundation for the first military tanks.

6.18 The First World War saw a rapid decline in the export fortunes of the company and in 1918 it merged with Rustons of Lincoln with the thrust of the firm moving from Grantham. In the 1930s the enormous 80 acre site was rationalised with land and workshops sold to a newly formed company

Aveling Barford. A close working arrangement between the two firms helped alleviate some of the severe unemployment in the town. The Second World War stimulated production of vital equipment for the war effort as well as the oil engines, with the factory busy day and night.

6.19 Decline continued in the post war years, with the Grantham premises becoming less significant to the company. In 1959 the whole of the East Side premises were sold to John Lee and Son and in 1963 production in Grantham ceased altogether.

6.20 The importance of Hornsby to the town cannot be under estimated: the advancement of this company had been the single biggest influence on its growth and development, enabling it to expand at an unprecedented rate.

6.21 Other engineers developed agricultural machinery in Grantham in the mid 1800s. James Coultas established the Perseverance Iron Works, the name Coultas becoming synonymous with industrial achievement. John Foster worked in Spitalgate, Edward Morely set up his agency, the Steam Plough Works on Harlaxton Road and the Hempsteads created the Pheonix Iron Works on Dysarts Road. All this industrial endeavour shaped the development of the town, but none compared to the might of the Hornsby empire.

6.22 Edward Barford formed a company in 1933 with the financial assistance of Ruston and Hornsby, through the amalgamation of Aveling and Porter with Barford and Perkins, companies producing steam and motor rollers and petrol and paraffin rollers respectively.

6.23 A condition of this help was that the company had to locate in Ruston and Hornby’s vacant premises and buy its engines from the company.

The new firm quickly introduced improvements and innovations in their own models of motor rollers, with the consequence that Ruston and Hornby's stopped production of their own rollers. After the war a new range of rollers met with worldwide acclaim and was joined by new designs for earth moving equipment.

6.24 About 75% of the company's output went abroad, an achievement recognised through several Queen's Awards to Industry. About 3000 people were employed in Grantham, accounting for about a third of the town's population, a situation almost exactly identical to that at the turn of the century with the firm of Richard Hornsby, on whose site Aveling Barford now flourished.

6.25 During the 1950s numerous subsidiary companies were formed abroad and various acquisitions were made in Britain. As the company grew in size so too did the size of the machinery it produced. But the high costs of design, development and testing these modern giants and introducing them into the world market proved prohibitive. Finally Aveling Barford was delivered a fatal blow by the collapse of its Australian subsidiary.

6.26 At the end of 1967 the Aveling Barford group of companies merged with Leyland Motor Corporation which went on to form the British Leyland Motor Corporation, which became state owned in 1975. The British Leyland years were characterised by burgeoning bureaucracy, although some investment in the creation of Aveling Barford International did take place. St. Vincents, formerly the home of Richard Hornsby Jr. became the overseas headquarters for the firm and considerable improvements were made to sites in Grantham and Belton, including greatly enlarged stockyards.

6.27 These changes came too late. Rapid inflation, worldwide recession and adverse exchange rates damaged British manufacturing. The Leyland Group became so obsessed with major problems elsewhere that the comparatively small sector of Aveling Barford was ignored and allowed to drift. By the time the company was sold in 1983, the number of employees had fallen to 800. Over the following five years brief recoveries and further crises came to an end with final closure in 1988.

6.28 The final years of decline and intrigue, with rumours of financial irregularities, constitute a sad and unworthy end to an organisation that for some 50 years contributed so much to the growth and welfare of the town.

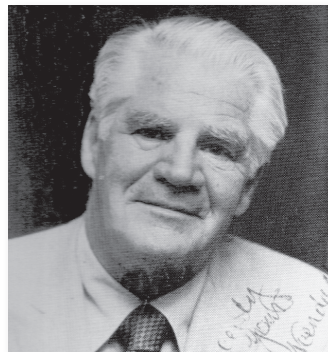


Figure 6.03 William Denis Kendall

Denis Kendall

6.29 Denis Kendall was operating the Citroen car plant in Paris in 1938 when he was approached by the Air Ministry to come back to England to help the country to re-arm. Prince Poniatowski was an administrator of the Hispano Suiza Company responsible for the 20mm aircraft cannon and also

a close friend of the then Lord Brownlow. It was through this friendship that the decision to locate the arms factory in Grantham was made.

6.30 Kendall has been described as a larger than life character. When he was fourteen, he ran away to sea and made £5,000—a huge sum at the time—helping police raid opium dens along China's Yangtze River before running a waterfront cabaret in Shanghai. He then relocated to the US as a steeplejack. Later, he went to work for a Philadelphia car plant and eventually became works manager for the Citroen car factory.

6.31 In the first six months a factory was built, equipped with machine tools, a work force recruited and production started. The guns were used to equip the Spitfires and Hurricanes, 4 cannons to each plane. Between 1939-1945 the company produced 98,000 cannons and 52 million rounds of ammunition, employing 6500 people at its peak. The concentration of armaments in the town attracted the full force of the Luftwaffe from 1940-42, Kendall claimed his factory to be the most bombed in Britain, losing 200 people in one direct hit on his shelter.

6.32 As well as the factories, Kendall built a social hall complete with an organ from the local cinema, even hiring the organist to play it, although he was also employed as foreman in the explosive shell filling department. Glenn Miller and Clarke Gable were among the entertainers to appear on stage.

6.33 Kendall stood as independent MP for Grantham and represented the town from 1942-50. Well before his election he had attracted the interests of MI5 through his controversial views on war production which he took every opportunity to publicise. Lord Beaverbrook, then minister for

aircraft production, raised concerns about Kendall's activities fearing that he planned to smuggle secret plans for a new aircraft cannon out of the UK to America.

6.34 Recently released files cover Kendall's election in 1942, including copies and summaries of his speeches. His victory was a surprise. He had initially been supported by the local Labour Party, which then withdrew support on orders from headquarters. A file minute of 14 September 1944 summarises the low opinion in which the Service held him "The not very satisfactory Member of Parliament is said to boast that he can get his own way on everything."

6.35 A copy of the Picture Post article featuring the interview is included in the National Archives files. The files go on to record speculation about his presumed post-war gun running and smuggling activities in India, Holland and Palestine, involving Kendall's boat, which had a double hull for concealing illicit items.

6.36 In 1949 a court ordered him to repay £15,000 provided by a private donor as an investment, but which he tried to use to pay off creditors. The security files also disclose that MI5 kept close eyes on another company, Russian Oil Products, which was suspected of being a cover for Soviet espionage although Kendall's involvement, if any, is unclear. The company was sold to Regent Oil Company in 1948, the forebear of Texaco in the UK.

6.37 Kendall ceased to be an MP at the 1950 election. Interest in him appears to have declined after 1953.

7.0 PUBLIC AND URBAN ART IN GRANTHAM

7.01 Although the physical quantities may be modest, the contribution to the town in terms of identity is substantial. How can this contribution be taken forward into an era of growth?

7.02 The planned increase in the size of the town will take place over a number of years offering the potential for truly strategic thinking in incorporating a cultural dimension into the expansion. The urban design framework is the opportunity to coordinate approaches to all aspects of the growth and it is essential that a public art strategy be commissioned at this early stage to ensure that the full potential for high quality public art is realised. Main areas for attention include fostering and developing a sense of place for new communities, and linking these new areas to the existing town in a legible and balanced way.

Commission a public art strategy, incorporating a lighting and signage strategy as part of the urban design framework.

7.03 The most successful public artwork is that which is considered from the outset as integral to a development. This means negotiating with a developer to engage an artist to work with the design team on the building design. Artists in this role may take responsibility for specific features such as entranceways, colour schemes, façade design etc. or they may be employed as creative thinkers to inject fresh creativity into the development process.

Ensure that the development brief requires the developer to work with an artist. Utilise Section 106 agreements to incorporate artworks into the development.

7.04 New communities will be established in the expansion of the town and it is critical that a sense of ownership for new neighbourhoods is shared throughout the town. The arts can play a fundamental role in helping to achieve this outcome, through the positive engagement of local people in the design and development of their neighbourhoods.

Establish best practice in commissioning new artworks through artist placements in communities to reflect local issues, and to celebrate new extensions to the public realm.

7.05 The success of the growth point programme will be measured to some degree by its integration with the existing town and a sense of a cohesive identity. Artworks and the role of artists can be instrumental in defining and articulating in fine detail the essence of “locality” which can be fed into aspects of the design process.

Commission a programme of artworks which seeks to reflect the uniqueness of Grantham. Include permanent and temporary works to explore and research these qualities and support the programme with school residencies, exhibitions and documentaries. Engage local agencies such as Design Factory and Arts Council England East Midlands to ensure local artists’ representation.

7.06 Grantham has a scale, grain and pattern resulting from its history as a small market town. This has implications for the scale of ambition in commissioning new works, and part of the success of site specific works is to respect the context in which the work is sited. Maintaining the hierarchy of spaces, the legibility of the urban environment and the definition of entry points is crucial if the familiar qualities of the town are not to be lost under waves of new development.

Undertake a detailed audit of opportunities for public art commissions which includes sites in the existing town to ensure that the centre is whole and functioning properly as well as identifying opportunities within new development areas.

7.07 Townscape analysis within the scope of this commission suggests a number of opportunities worthy of further study.

7.08 Entry into the town centre is frequently made under a series of railway arches. These form in a very real sense a threshold into the town, yet the fabric and finish of the bridges does not present a very positive image. Working with network rail, it should be possible to agree a series of commissions to repaint the bridges and also to design a creative lighting scheme which adds substantial drama to the experience of entry and exit. The maintenance burden on the rail authorities is substantial so any enhancements to the bridges would have to be carefully considered. This project would benefit from a partnership approach between SKDC, Network Rail and any local sponsorship that may be forthcoming.

7.09 Interesting architectural lettering is a hallmark of the town, with unusual street name plates, and

a number of carved entablatures set into building facades. New developments always require the addition of signage, name plaques and brand identifiers, and this is an opportunity for a lettering designer to create a “Grantham font”, to carry on the tradition but with a contemporary style. Associated with this is town wide interpretation. Grantham has many stories to tell, some of this is being brought out via blue plaques, but much remains hidden. For a compact town the variety of history covering social, economic and cultural issues is very broad and very interesting and deserves to be brought into the public realm in a creative and imaginative way.

7.10 The town has an unusual and interesting association with the colour blue, dating back to the early 1800s of Sir William Manners and his plan for forcible evidence of Whig support through the renaming of many local pubs. Today only two exist, The Blue Pig and The Blue Bull but blue exists in a number of street names and shops, and the appropriation of the colour by the modern Conservative party, also has another obvious resonance with the town. Through reference to a comprehensive colour study, a “Grantham Blue” palette could be designed for application to street furniture, signage, street lighting columns etc, which will unify old and new developments whilst also allowing for differentiation between different quarters of the town. This project would be a partnership between SKDC and LCC.

7.11 The town contains many interesting buildings that would benefit from a programme of careful lighting design. Grantham at night, from St. Wulfram’s, The King’s School and Grantham House, through the medieval streets to the market place, Westgate and St. Peters’s Hill, would provide a

stunning visual spectacle. Well designed lighting enhances the night time economy of towns and cities and draws out the qualities of buildings. It can also aid legibility and provide opportunities for interactivity and animation on special occasions.

7.12 A comprehensive public art strategy will address these issues and identify appropriate methods of delivery.

The following pages represent some of the public art works found in and around the town. There are relatively few examples of contemporary freestanding artwork; the largest category inhabits the boundary between art and craft in architectural decorative detailing.

Figure 7.01; THREE DIMENSIONAL ARTWORKS



Figure 7.02; THREE DIMENSIONAL ARTWORKS

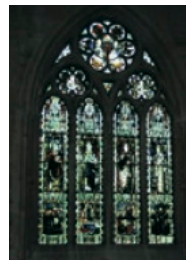


Figure 7.03; PLAQUES



Figure 7.04; ARCHITECTURAL DETAIL

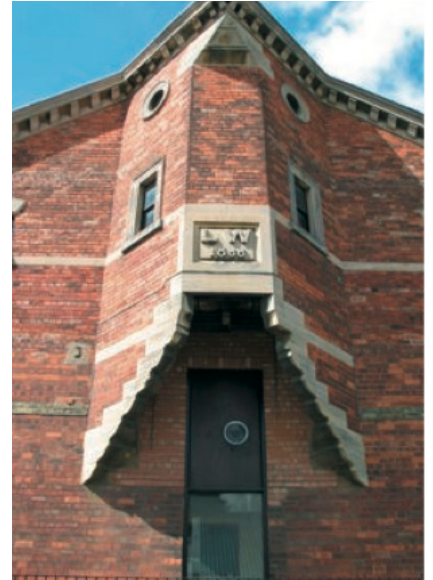
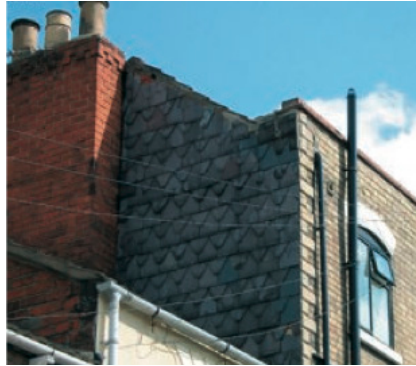


Figure 7.05; ARCHITECTURAL DETAIL continued



Figure 7.06; ARCHITECTURAL LETTERING



8.0 CHARACTER AREAS



Figure 8.01; TOWNSCAPE; 'One building standing alone in the countryside is experienced as a work of architecture, but bring half a dozen buildings together and an art other than architecture is made possible.' (Gordon Cullen Townscape 1961)

CHARACTER AREA 01

CA01: Grantham town centre/historic core

Summary

The town centre character area is made up of a complex layering of development over time and derives much of its present character from very early (medieval) town planning and the physical opportunities and constraints of the landscape setting. Medieval Grantham developed around the church of St Wulfram's between the river Witham and Mowbeck and extended southwards towards St Peter's Hill. The town centre character area comprises three distinct areas; the medieval core of the town which was clustered around St Wulfram's Church (CA01a), the largely 18th and 19th century commercial centre, based on an earlier street pattern and including Market Place and the two principal retail streets of High Street and Westgate. This area is strongly defined by a mix of retail, commercial and other business uses which generally occupy the ground storeys of the buildings whilst the upper storeys are used for office space, storage, residential units or remain vacant and underused (CA01b). And finally the predominantly 19th century civic centre situated around the greenspace, St Peter's Hill, defined by its formal layout and dominated by the grand scale and architectural flamboyance of the Guildhall.

There are almost 200 listed buildings within the town centre character area, this includes the Grade I listed St Wulfram's church, Grantham House, Kings School and School House and the Angel and Royal Public House and the Grade II* George Hotel (now part of the George Shopping Centre) and Vine House. Much of the character area is designated as the Grantham Conservation Area.

The most significant public greenspace is the green to St Peter's Hill which forms such an important setting for the civic buildings within the town. Further important greenspaces are large private gardens within the church precinct part of the character area. The trees to these spaces, particularly along the riverside (which forms, in part, the eastern edge of the character area) are a very important part of the character of these green pockets in a part of the study area which has relatively limited tree cover.

Context (including topography and views)

This character area encompasses what would be considered the main commercial area of retail shops, shopping centre, Market Place and large food retailer to the western side of the character area (CA01b) but includes the church precinct area to the north-east (CA01a), and the civic area of the town to the south-east (CA01c). The town centre is contained to the east by the River Witham and the green corridor associated with this natural asset and to the west by the mainline railway elevated as it runs north-south across the town (creating a series of 'gateways' with its railway bridges). Beyond these features are CA04 and CA05 and a small section of CA10; the suburbs stretching along Barrowby Road. To the south and east the Victorian and Edwardian urban extensions to the town (CA03) provide an important residential quarter immediately adjacent to the town centre. This is also true of the north side of the town with CA02; Georgian and early and mid-Victorian development (and later) wrapping round the top of the town centre area. The residential use permeates into the north-east and eastern sections of this character area but is set

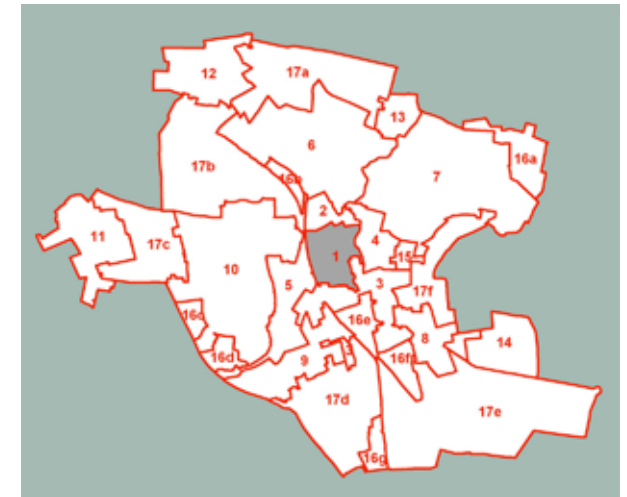


Figure 8.1.01 CA01

onto a much earlier historic pattern of streets which differentiates it from the more formal and planned layouts of the houses to both the north and south of the town centre character area.

The nature of the topography of the town centre which sits to the valley floor between two historic water courses with the surrounding landscape often seen from this character area as a green ridgeline above the development of the town gives rise to similarly far reaching views into the town centre from surrounding higher ground. The town effectively sits in a green bowl with higher ground to all directions.

This landscape setting to the town is combined with what Pevsner refers to as the 'perfect steeple'¹ of St Wulfram, standing at just over 280 feet. The steeple is unchallenged in its dominance of the townscapes

¹ *The Buildings of England Lincolnshire* 2nd ed. 2001 Pevsner N. and Harris J. (revised Antram N.) p316



Figure 8.1.02; Grantham House and St Wulfram's, Castlegate

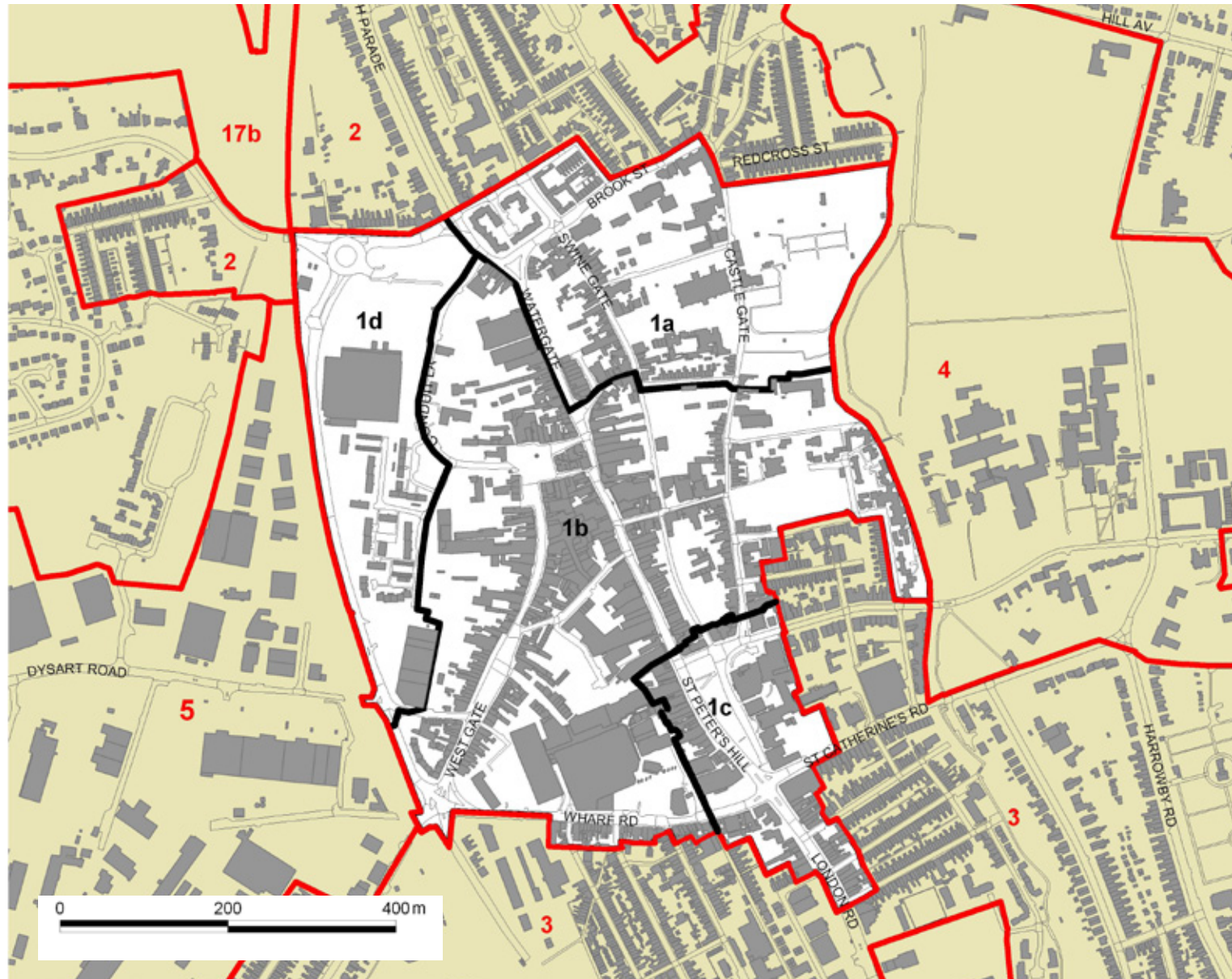


Figure 8.1.03; Figure Ground and sub-areas for Character Area 01

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skyline, except for some views which also include the square tower of the church of St John and the cupola of the Guildhall (these are all seen on approach from Somerby Hill). However, these complement but do not take away the dramatic and dynamic effect the church steeple has in longer views from inside and well beyond the character area. These views are recorded in Figure 3.08 and are considered of strategic importance in terms of considering the wider context of heritage assets which make up key aspects of the town's character.

Within the character area, there are often glimpsed views of the spire of the church of St Wulfram and to a lesser extent to the tower of the church of St John. The topography, however, within the town is not one which lends itself to views over the town as the character area sits on relatively level ground although there is a developing perception of level change on moving east and west away from the High Street. This is particularly apparent to the rear of parts of Westgate and on looking east out of the character area down either Avenue Road or St Catherine's Road. Castlegate gently undulates along its length which also adds to the diverse and dynamic high quality townscape along this street.

Key characteristics

CA01a: St Wulfram's church precinct and environs

Form/origins:

Part of the medieval core of Grantham focused on the Church of St Wulfram

Heritage Assets:

Medieval street plan including remnants of burgage plots and medieval and post-medieval buildings (mostly 18th century houses)

Topography:

The landform falls gently northwards along Castlegate, Swinegate and Watergate and eastwards down to the river

Plots:

Regular small to medium sized plots to streets, irregular plots to immediate church environs. A high density, fine-grained area

Building lines:

Buildings are mostly set to the back of pavement strongly defining Castlegate and Bluegate

Materials:

Attractive mix of Ancaster stone and red brick with distinctive and frequent use of pantiles and less frequent use of Welsh slate and stone slates for roofs. Isolated examples of timber-framing.

Scale:

Buildings are mostly two and three storeys. Some houses are grander than others and this is reflected in their scale. The church and its spire dominate the townscape

Uses:

Church and ancillary uses, school and residential dwellings; mostly single family dwelling houses



(Left) Figure 8.1.04; Kings School
(Top) Figure 8.1.05; The wide carriageway of St Peter's Hill looking north
(Bottom) Figure 8.1.06; The spire of St Wulfram's, ever present throughout the town

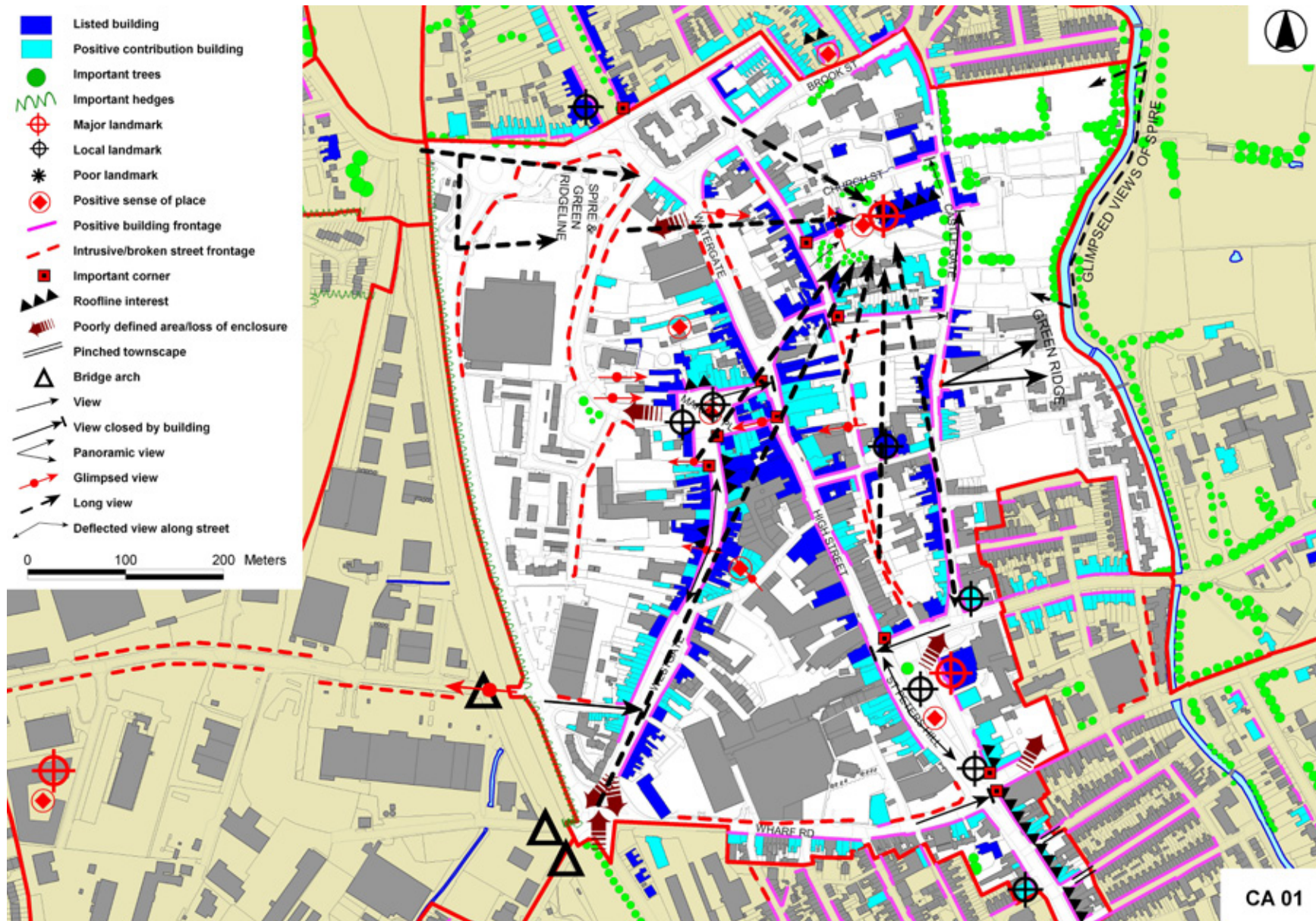


Figure 8.1.07;
Townscape for
Character
Area 01

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Trees and greenspaces:

Grantham House and its grounds and fields to the north in addition to private gardens all contribute to high quality but generally private greenspaces. These spaces are often accompanied by broadleaf mature trees

Public realm:

Generally high quality public realm (some poor quality paving to Castlgate), limited through traffic and some on-street parking, no street trees but well-defined boundaries with trees and hedges to front gardens, narrow carriageways

Access and connectivity:

Good access and connectivity due to a relatively formal grid of streets and footpaths (including the churchyard)

CA01b: High Street, Westgate and Market Place**Form/origins:**

Part of the medieval core of the town and including the later Market Place, the commercial centre of the town

Heritage Assets:

Medieval street plan including remnants of burgage plots and post-medieval buildings (mostly 18th century houses), good banking halls survive (mostly facades only)

Topography:

The land falls gently to all directions but more pronounced to the east and west (progressively steeper beyond Westgate)

Plots:

The plots are regular with some survival of medieval burgage plots in places and development is high

density and fine grained

Building lines:

Buildings are consistently set to the back of pavement forming well-defined streets and spaces

Materials:

A very wide palette of materials; red brick is dominant but stone buildings survive in numbers. There is also timber-framing, render and painted brickwork. Roofs are clay tile and natural slate with some pantiles surviving

Scale:

Much variation to scale from single storey to four storeys (with some use of dormer windows) but also buildings with parapets

Uses:

A Mixed use area often with commercial uses to the ground floor and office/residential above

Trees and greenspaces:

Very limited greenspace and very few mature trees to the commercial core of the town

Public realm:

A high quality public realm in places with stone paving and recent (Oct 2010) paving schemes giving some variation to tarmac. On-street parking in places, some clutter from street furniture, street trees to Westgate. Generally narrow pavements (with the exception of Westgate) but only limited shared or pedestrian priority spaces

Access and connectivity:

Very good access and connectivity due to the network of streets and lanes and footpaths, connectivity constrained by the railway to the west and river to the east



Figure 8.1.08; Watergate looking towards High Street



Figure 8.1.09; Market Place, looking north

CA01c: St Peter's Hill environs

Form/origins:

Focus of civic buildings and uses around the greenspace of St Peter's Hill

Heritage Assets:

Mostly post-medieval street plan, grander civic buildings; guildhall, churches and library and statutory to important Granthamians

Topography:

Landform is generally flat (despite its name) but very gently falls to the south

Plots:

Regular plots but with those to the east and north of the central green of a larger coverage with generally larger civic buildings to plots. A fine to medium grain across the sub-area

Building lines:

Consistent throughout, with buildings strongly defining spaces being set to the back of pavement

Materials:

Red brick dominates but stone is often used for decoration; to windows, doors and bays. Roofs where seen are generally natural slate

Scale:

Buildings are mostly three storey but some such as the Guildhall are on a grand scale accentuating their presence in the street scene

Uses:

A mix of uses but more service based commercial units and civic and community uses such as; The Guildhall, district council offices and former library now used as a museum

Trees and greenspaces:

Important trees and greenspace forming the setting

to historic buildings and monuments (statues)

Public realm:

Good quality public realm; wide pavements, limited on-street parking, greenspace and trees, however busy roads and limited crossing points



Figure 8.1.10 St Peter's Hill



Figure 8.1.11 St Peter's Hill Gardens looking towards the Guildhall

Access and connectivity:

Good access and connectivity throughout although the volume of traffic is a constraint

CA01d: Priory Gardens and Union Street

Form/origins:

Former site of the Franciscan Friary on land beyond the town now enclosed to the west by the railway

Heritage Assets:

Important archaeological remains of Franciscan Friary may survive, now covered by post-war development

Topography:

The land is gently rising to the west and east

Plots:

Large irregular plots with built form to a coarse grain

Building lines:

Consistent to groups of flat blocks, some of which reinforce the line of Greyfriars, others are perpendicular to this, the dead flank wall of the Asda store runs parallel but set back from Union Street

Materials:

Red brick, render painted white, profile metal and concrete interlocking tiles

Scale:

Three storey flat blocks, retail store equivalent of three storey

Uses:

Flats and retail foodstore

Trees and greenspaces:

Some good trees to the green to the junction of

Union Street and Conduit Lane and greenspaces around Priory Court

Public realm:

Grass verges and street trees and the green to the front of flats to Priory Court give a sense of space



Figure 8.1.12; View to St Wulfram's spire



Figure 8.1.13; Asda car park, Union Street – very limited connectivity with the town centre



Figure 8.1.14; A rare survival of a series of buildings probably demarking the line of the medieval building plots of the town



Figure 8.1.15; Vine Street looking east



Figure 8.1.16; Market Place



Figure 8.1.17; Westgate

Access and connectivity:

The presence of the A52 (St Augustin Way) to the western boundary and the roundabout to Barrowby Road to the north are significant constraints to connectivity. Access and connectivity from the east are good

Overview of character area CA01

Grain/density/plot coverage

Throughout the town centre character area, there is a degree of regularity and planned character to the plot division and layout. This is, in part, based upon the medieval planning of the town which would have included the laying out of long deep plots with the principal building to the main street edge and other buildings, plus areas for outbuildings, stabling, orchards, wood-yards and malt floors and other uses which would sustain the occupiers and provide an income. These plots are referred to as burgage plots. They originate from the medieval plan of the town in which the 'burgage tenement' usually set at the narrow end of the plot to the street side would attract rent paid to the Manor. In the case of Grantham most of the buildings (with very few exceptions) have been replaced by later buildings generally in the 18th and 19th centuries. However, earlier houses and buildings survive as do the plot division at roadside and the long generally parallel plots which ran back from the main road. These are most evident to the west side of Westgate and Watergate. Of particular importance is that this division of plots has survived intact and is reflected in the grain of development seen to the principal streets to the town centre character area. This pattern of town planning has generated a regular, high density, fine grain of development almost throughout the character area but particularly apparent to High Street, Watergate, Westgate, Swinegate and Castlegate. Whilst the exact extent of the planned sections of the town are not fully understood its legacy and the arrangement of plots and the resulting intensity of development to the historic core are still readable elements and provide

a clear pattern of established development reflected in the individual shop units and accommodation above which adhere to this regular rhythm of plots to principal streets.

The degree to which plots are developed varies but it is generally the case (with the exception of the west side of Westgate (CA01b) and individual houses within the Church Precinct (Grantham House for example – CA01a) that the plots are invariably over 50% developed. This greatly increases between Westgate and High Street where shopping centres and general extensions to commercial premises have almost completely encroached on their plots. The exception to this is Priory Court to the west and the retail superstore to the north-west (CA01d). These are developed at a medium to coarse grain and have very little relationship to the town centre other than that they are within the railway boundary and historically were important as the location, in-part, of the Franciscan Friary.

A further characteristic of the medieval plan is the alleyway. These often survive in their original position despite much change to the built form around them. They link the main streets to buildings running down the plots to the rear of the property and eventually to the former 'back' lane. They form an important part of the fine grain of villages, towns such as Grantham and cities which have originated from planned intervention in the medieval period.

Scale

The height of buildings is generally between two and a half and three storey although there are some two storey and four storey buildings the top storey generally set back in a roof space (sometimes seen as a mansard roof). The street scale of these



Figure 8.1.18; The King's School, Brook Street



Figure 8.1.19; The varied townscape of Westgate

buildings varies considerably due to much variation in the way buildings address the street. Throughout the town centre the roofline is a combination of

parapets (with roofs largely hidden from view), pitched roofs to the street or gables to the street. To older Georgian buildings, which are generally terminated at roof level with parapets and roofs set behind where larger windows are seen to lower floors diminishing in scale on rising through floors, this can produce an imposing and grand scale of building. This is seen particularly strongly in the High Street around the former George Hotel and to the upper (northern) sections of Westgate. To the Market Place, in particular, the combination of all of these types of building termination can be seen to great effect and it is part of this variation that gives the Market Place a sense of place and authenticity. The variation in the scale of buildings as a result of the articulation of their roofs is a very important part of the town centre character area and particularly sub-area CA01b. There is less variation to CA01a; the church precinct area, with generally a much higher percentage of buildings dating from the Georgian and early Victorian period. Here the scale is much more consistent at three storeys but there is still variation in roof lines with some strong parapet lines, and high eaves lines accentuated by dentil cornices and the use of pantiles giving that undulating effect at the eaves.

Buildings to the St Peter's Hill area (CA01c) of the town are generally perceived as grand despite their true scale not rising higher than four storeys (four being the exception rather than dominant height). This is largely due to the buildings being seen within the setting of a large semi-open green and also the dominance and exuberance of the Guildhall and its effect on the space and the buildings around it – they effectively form a group of some considerable civic scale. This is fortunate in that formal greenspaces such as this need tall

and well-detailed buildings to provide enclosure and maintain a sense of formality to this part of the town. This scale of built form to the southern part of the town is continued into London Road and this is also important given the width of the road at this point and its role as an 'entrance' to the civic area of the town.

The blocks of flats and the retail store to Union



Figure 8.1.20; Welby Street



Figure 8.1.21; The Guildhall

Street and Priory Green (CA01d) are three storey or three (residential) storey equivalent. In this respect there is a consistency of scale to this part of the town but it does not relate well to development (or lack of development) to the east side of Union Street or to the rear of Westgate (along Greyfriars).

Uses

The commercial core of Grantham (CA01b) is a mix of retail to the ground floor and office and some residential units to upper floors. Shops are predominantly to be found to High Street, Watergate, Westgate and Market Place although there are other valuable small groups to the edges of the character area. There is a good survival of the independent trader although this is diminishing. There are also a high number of take-away food establishments. These are focused along with public houses, bars, some restaurants and nightclubs around the Market Place area of the town. There are some larger 'High Street' brands and these tend to occupy the larger retail units.

Civic and community uses; guildhall/theatre, museum, council offices are focused around St Peter's Hill (CA01c). The administrative and people focused nature of the uses is reflected in their larger scale and capacity and interface with the public realm. Shops in this part of the town tend to be more service focused rather than sale of goods, although a mix, including cafes and restaurants still survives.

Sub-areas CA01a and CA01c are predominantly residential; a mix of houses and flats (usually converted larger houses but increasingly new build units). CA01a is also the non-secular heart of the town with the church of St Wulfram and

associated buildings (including the Trigge Library). The character area also houses The King's School, a local authority funded Grammar School for boys and sixth form college. Grantham House is owned by the National Trust and is opened at selective times of the week within the year.

Building types

To sub-area CA01a, the buildings are generally large scale domestic buildings with relatively wide frontages (usually at least three and sometimes more bays) and comprise mostly two storey houses (with the exception of King's School which has some three storey ranges). These domestic buildings are generally high status and could be referred to as town houses and reflect the wealth particularly of those associated with the church and/or administration of the town (Grantham House may have been a manor house). The Georgian period has stamped its presence on much of the architectural characteristics of this building type, giving them a common language and strong sense of identity throughout this part of the character area.

Swinegate has a more frequent use of the Georgian townhouse building type and plan; generally three storey (but there are two storey examples) with occasional parapet but more commonly a low pitch roof and hierarchy to the window openings. Architectural details are generally understated; there are rarely elaborately carved doorcases or decorative architraves to windows, although the distinctive and common use of the moustache shaped lintels are a typical feature of this part of the character area and the town centre generally. Some former shopfronts survive but these are rarely still in commercial use and are generally converted to



Figure 8.1.22; Former banking halls, High Street (CA01b)



Figure 8.1.23; Townhouses, Castlegate (CA01a)

residential or very low key office use. Between these townhouses, some stone building types (dating from the 17th and early 18th century) survive as do two



Figure 8.1.24; Westgate shopfronts



Figure 8.1.26; Public Houses/Hotels/Inns



Figure 8.1.25; Public houses – timber-framed

important timber-framed buildings; the Blue Pig and No.11.

To High Street, Westgate and Market Place (CA01b) the buildings are predominantly of three storey with the townhouse type sitting aside more purpose

built and as a result generally more architecturally exuberant buildings such as the Westgate Hall, the former 19th century corn exchange to Westgate, now part converted to a bar and restaurant. There is also much variation in the use of materials and architectural detailing to those buildings purpose built for commercial uses. This is seen to great effect in the two storey shopfront of Nos. 12 and 13 HH Cox Ltd Westgate and the strongly influenced art deco finishes to the former Burtons shop to the corner of High Street and Market Place. Other good examples of shopfronts can be found throughout the historic core; Nos. 86-87 occupied by C Dryden and The Grantham Florist to Westgate are good examples and form a good group. No.62 (Ask Pizza) to the High Street is a notable later, possibly Edwardian shopfront to a remodelled 18th century building. The nature of the shopping core to the town is that of historic buildings which have undergone much adaptation and remodelling over their lifetime. This is what gives a unique and on occasions eclectic character to these commercial

buildings. In addition to the buildings dedicated to shopping, much of which have been retrofitted into earlier houses there is the public house. These are often purpose built and reflect perhaps some of the oldest continuous use of materials within the town.

There are a number of good examples of the public house type many of which developed through the popularity of the town as a stopping point on the Great North Road. The coaching inns which developed as a result of this trade retain distinctive characteristics which, in part, define their form. The most important survival is the Grade I listed Angel and Royal which has its origins in the 14th century but has seen much extension and remodelling. It still, however, retains its decorative stone façade and carriageway arch giving access to its former stabling and yard to the rear. This plan feature is repeated throughout the central core with carriageway arches usually set to the side, modest in scale and sometimes decorated with raised voussoirs in stone or painted plaster. The coaching inns and public houses as a group have some of the best survivals



Figure 8.1.27; Outbuildings to the rear of plots to Watergate



Figure 8.1.28; Converted buildings to burgage plot (Market Place)



Figure 8.1.29; Boundary wall, Castlegate

of early materials used within the town; rubble stone laid to courses, timber-framing with plaster infill and pantiles, render, pebbledash (usually covering a timber-frame) and red brick.

A further 'group' of buildings of a particular type sharing common characteristics are those associated with the former banks which thrived in late 19th

century/ early 20th century Grantham taking advantage of the mass expansion of the population relating to the industry which set down roots in the town. They share a use of stone for facades, elaborate and robust detailing including rustication to the ground floors and use of the classical orders and Italianate detailing to upper floors to accentuate their presence on the street. A number of good examples are included on the List of Buildings of Special Architectural or Historic Interest at Grade II, of particular note are the former York County Savings Bank, 14 Finkin Street, 54-56 High Street and the former National Provincial Bank, 68 and 69 High Street.

The civic buildings to the east side of St Peter's Hill warrant special mention as building types as they form a very attractive and well-conceived group of formal buildings dating from the 19th and 20th centuries. The Guildhall in particular is an appropriately grand and ostentatious example of the type and is all the more resplendent for its open but suitably formal setting of the green to the centre of the hill. In particular, the presence of the two statues of JF Tollemache and Isaac Newton (both Grade II listed) give a real sense of the civic pride which went into the building of the Guildhall and the retention of its fine setting.

The townscape character of the historic core character area also comprises the smaller, more modest outbuildings, buildings to rear yards and sometimes facing onto rear lanes (such as those to Elmer Street South and North). These buildings are often vernacular in their style and use of materials with simple functional openings and a modest scale. They are often undervalued and overlooked as a building type which should be retained and re-used wherever possible. Some successful reuse of this



Figure 8.1.30; Non conformist chapel, Finkin Street



Figure 8.1.31; St Wulfram's in its churchyard setting

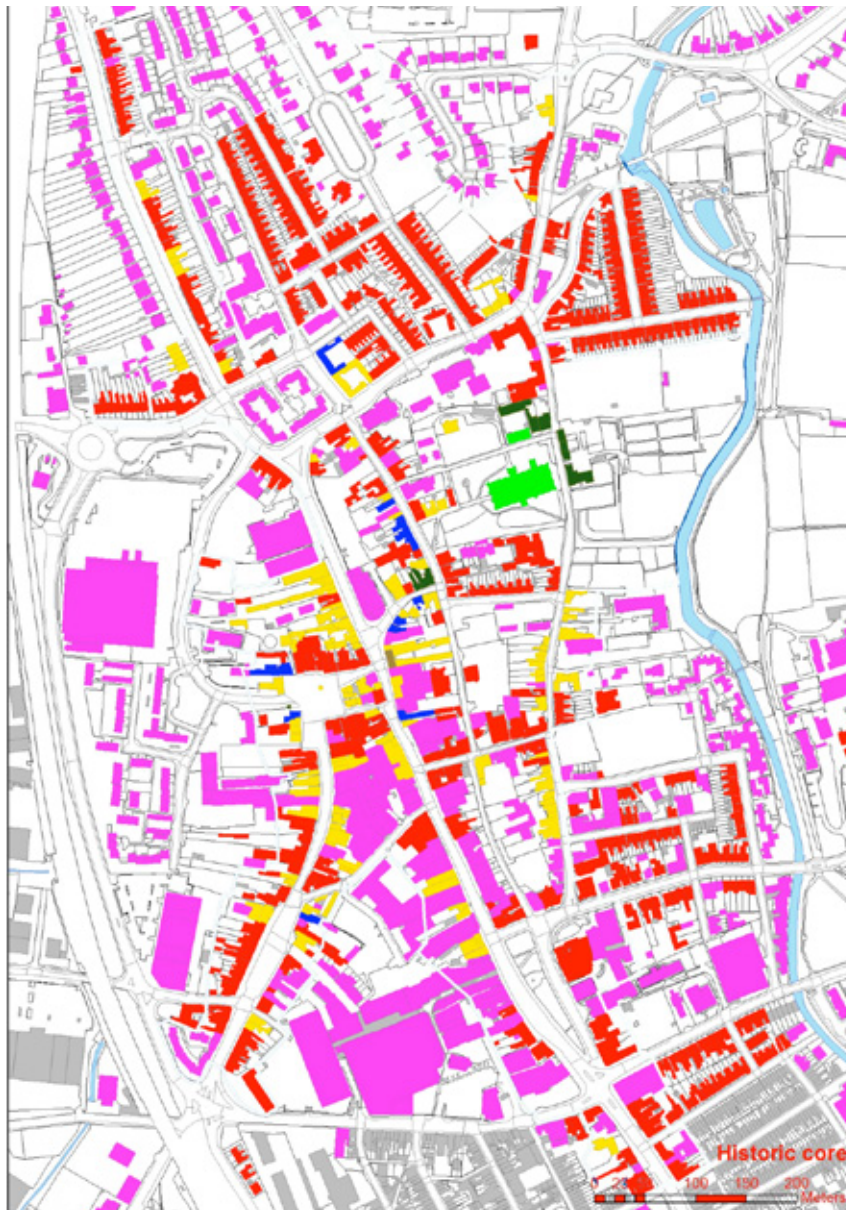


Figure 8.1.32; A map of the central core showing buildings by predominant construction period. The degree of 20th century intervention to the town centre is notable.

building type has been undertaken to buildings backing onto Union Street and examples to both Elmer Street North and South.

Boundary walls, particularly to the church precinct (CA01a) where they are generally stone rather than brick are an important building type within the historic core. They are generally found to the larger gardens of the higher status houses around the church and elsewhere or as garden walls between plots and often incorporated into outbuildings (the boundary walls to the west side of Swinegate seen to the edge of the car park to Watergate are good examples).

Churches and chapels

To sub-area CA01a the church of St Wulfram is of very high significance in townscape terms. It not only dominates the street and skyline due to its very tall, elegant and slender steeple but is set within an open courtyard of formal houses with the churchyard beyond. This space is part tree-lined adding to a sense of calm and carefully crafted spaces which both give some relief from the relatively narrow roads and lanes enclosing the church and provide this Grade I listed building with an appropriate setting and sense of precession on moving from street to church precinct.

In Finkin Street, the 19th century Central Methodist Chapel towers over this narrow road, its simple, yet bold classical frontage larger than any other building in this short street.

The Salvation Army Citadel dates from 1900 and has a playful battlemented brick façade with a prominent and slightly raised octagonal turret. The turret is offset from the corner giving this building a somewhat vernacular character despite its formal façade and prominent position in the street scene.





Figure 8.1.33; Decorative historic thresholds are still to be found in the town

The United Reform Church on Avenue Road (1869-70 by James Tait) is notable for its almost detached tower to the south-west corner, which is prominent in views along Castlegate and Avenue Road.

The Grantham Baptist Church, Wharf Road is an attractive Arts and Crafts inspired design with gothic motifs. The building has the typical form of its type – with embellishment and good quality materials mostly concentrated to the front, roadside elevation with a large broad natural slate roof behind the façade over the church and community facilities within. The church is somewhat isolated from its neighbouring townscape and its setting is significantly impacted upon by the adjacent bus station.

Architectural qualities

The origins of the town and the periods of prosperity and wealth through the history of the town have produced a rich, diverse and at times exuberant townscape. This has much to do with the materials

used and the architectural styles of the buildings through their periods but is also linked to the pattern of development being constrained to the medieval plots of the early planned town. Over time, with the redevelopment and remodelling of some plots and the retention and possible neglect or relative poverty of others (meaning they were not redeveloped or remodelled) has created the juxtaposition of building periods and architectural styles which makes up the architectural character of the historic core.

There are two themes which underlie the essential character of the buildings and reflect their architectural qualities and finish. These two themes are the materials used; stone or brick or another material (terracotta for example) and secondly whether the building could be considered as vernacular in origin or has derived its stylistic characteristics through architectural design. In other words, it has been designed by an architect or follows a strict pattern of proportion and detailing laid out by a pattern book or repetition of a standard form (for example the use of proportion and layout in a Georgian townhouse). These buildings are generally considered as polite or classically inspired buildings. The latter can also be divided into two; those buildings which were designed and built in a single period and those which were adapted, remodelled or substantially rebuilt (often involving a refronting of an earlier building) during a later period of their life. This can also have an impact on the architectural and stylistic qualities of the building.

Buildings considered as vernacular in origin share common characteristics. They are generally, but not always, stone as they are older survivals of local traditions of building. An exception to this is the Angel and Royal which, although stone built



Figure 8.1.34; Decorative hood to doorway in Market Place



Figure 8.1.35; The locally distinctive moustache lintel seen throughout the town



Figure 8.1.36; Historic nameplates for streets survive throughout Grantham

and from the 14th century, is a high status building reflected in its carved stonework and use of ashlar limestone and stone slates as opposed to the more locally found rubble stone walls, usually laid to courses but with little decoration or refinement. To the vernacular building stock the roof is an important and prominent feature and is marked in the street scene when set next to much taller and later brick buildings. The pitch is steep and they are generally finished with pantile. Good examples are Nos. 65 and 66 High Street (set behind a later façade) (CA01b) and 5 Swinegate (CA01a) but there are many others.

To the polite or classically inspired building type, the architectural qualities are far more varied as there is a broad palette of materials and each brings with it an opportunity or otherwise for ornament and

detailing. The Georgian period is well represented within the historic core and brings with it the added distinction of local architects, such as John Langwith (practicing in the late 18th century), and local builders, for example John Brewster in the same period providing key architectural details which distinguish their work. The former makes use of the Venetian window, seen to great effect on the principal façade of the Vicarage, Church Street and to No. 42 St Peter's Hill and the latter frequently uses the diocletian window seen to the Grade II* listed Vine House, Vine Street and No.44 High Street. Otherwise and towards the end of the period the houses become progressively plainer in their appearance but still retain features such as flat gauged or cambered brick arches in rubbed brick, or incised plaster or occasionally stone, vertical sliding timber-framed sliding sashes with multiple glazing bars and some decorative doorcases although the latter is surprisingly largely absent. Towards the transition period between late Georgian and early Victorian the locally distinctive and highly regionalized use of the 'moustache' lintel to principal windows becomes evident throughout the town. This type of lintel is a highly decorative and attractive feature which enlivens the façade and marks buildings out within the street scene. Good examples can be seen in Swinegate (CA01a).

Towards the mid-19th century buildings begin to be more expressive particularly to the commercial core (CA01b). The use of ashlar stonework, carved and moulded stone for windows and doorcases and other material such as decorative terracotta, stucco and render is seen to buildings. For example the corn exchange of 1852 with its arched ground floor recesses set on Tuscan columns, pedimented upper windows and bottle balustrading to parapet.

This expressive use of high quality materials is seen to great effect and with varying use of architectural motifs and language to the group of banking halls across the town with good examples particularly to High Street, Finkin Street and Westgate.

Within this mid-19th century period we also see the construction of the Guildhall; a symmetrical building with considerable street presence due to its grand floor to ceiling proportions surmounted by a huge clock tower which effectively adds a further storey to its already considerable scale and massing. However, this massing is relieved by the detailed handling and grouping of the windows and the progressive stepping forward of the plan into the street. A deep bracketed cornice with tall, steep pitched roofs behind, in a modified French style 2 completes the architectural composition. Details such as the arched windows and bracketed cornice are repeated throughout the town and the use of stone dressings to brick buildings of the mid to late 19th century period is a common architectural feature.

Throughout the character area, the roofline and the way in which it addresses the street is a very important part of the character of the town. The variation between buildings found next to each other reinforces the sense of a town developed over periods of time. The architectural qualities of the roofline fall into four main types. Firstly and possibly the most common is the eaves line parallel with the roadside and occasionally accentuated by the use of a dentil brick course. The line of the eaves is also reinforced when pantiles are used as this gives an undulating line to the eaves. Secondly, the parapet. A good number of the buildings dating from or remodelled (usually with the addition of a brick or plastered façade) in the Georgian period

have strong parapet lines with the roofs set behind this line. A string course of moulded stone can occasionally accentuate the line of the parapet. Upper floors, dormers and mansarded roofs are often set behind the parapet so that the roof in closed and local views is partially or fully obscured or if not is very much a secondary feature of the architectural design. The third variation is the large gable dormer set to the eaves line, seen to No.70 High Street, 14 Finkin Street – particularly ornate examples in stone and No. 99 Westgate facing onto Market Place, brick with Dutch gables. The final variation is the full gable to the street. This is not a common architectural treatment but is seen to great effect to No.6 High Street, No.11 Market Place, a particularly striking Art Nouveau inspired design in decorative terracotta (1904) and others and to the buildings to the east side of Market Place where the combination of three gables makes a very strong skyline statement within this space. It should be noted that all of these roof types can be seen lining the sides of the Market Place. This space succinctly summarises the quality, diversity and complexity of the architectural details to be found within the town centre character area.

It should be noted that despite much variation, there are some common features which unite buildings and provide a consistency to the architectural character of the building stock of the town centre character area. One of these features is the timber-framed vertical sliding sash window. Seen throughout the character area, and with many variations to the glazing bars although the predominant style is that of multiple glazing bars typical of designs from the Georgian period, the sash window gives a formality to the townscape and rhythm and scale to facades.

The commercial core of the town centred around High Street, Market Place and Westgate includes a number of high quality shopfronts. These include such details as decorative corbel brackets, fine mullions and transoms, fanlights to doors, tiled thresholds and cast iron filigree aprons to fascias (Nos.12, 13 and 14 Market Place) but have generally poor signage in modern unsympathetic materials and usually out of scale with the shopfront and its host building.

Detailed architectural treatment to buildings includes the survival of cast and wrought iron decoration forming verandas and balconies (for example No.4 St Peter’s Hill) and the occasional survival of railings (The Guildhall). These are predominantly modern replacements but the front low boundary walls often remain giving rise to reinstatement where appropriate.

Heritage Assets (including designations)

The character area has a significant number of statutory listed buildings (almost 200) reflecting the towns buildings historic and architectural significance. This includes five Grade I listed buildings; St Wulfram’s Church (12th-14th centuries), The Angel and Royal Hotel, Grantham House and stable block (14th century), the Old Grammar School (15th century) and the School House to the rear of Church Street (early 16th century). Three Grade II* listed buildings; Garden wall and doorway to Grantham House (stone boundary wall with 13th century doorway), the former George Hotel, High Street (1780) and Vine House, Vine Street (1764), designed by local architect John Langwith and one of the finest houses in the town. The remaining buildings are



Figure 8.1.37; The Conduit Head, Conduit Lane – A grade II listed Building



Figure 8.1.38; Rear ranges of the Angel and Royal – A Grade I listed building

Grade II listed houses or houses and shops and date predominantly from the 17th and 18th century with larger civic, public and non-secular buildings dating from the 19th century also appearing on the

CA01a



CA01bd



CA01c



Figure 8.1.39 Colour palettes for sub-areas CA01a-d

statutory list. The listed buildings are focused in two groups within the historic core; the church precinct, Swinegate and Vine Street group and the group focused around the Market Place, top of High Street and top of Westgate. There is a third smaller group to the lower end of Westgate, mainly 18th century townhouses which are notable for their survival

within an area which underwent significant change in the 19th and 20th century.

In addition to statutory listed buildings there are a number of buildings which are identified as making a positive contribution towards the character or appearance of the Grantham Conservation Area. This includes most buildings within sub-areas

CA01a and CA01b which are not statutory listed. These buildings complement the listed buildings and form significant groups of historic houses to streets surrounding the church. In addition, these buildings (in the case of CA01a) frame or provide the foreground of views to the spire of St Wulfram's church. There is more selectivity to the lower section



of the High Street and to the St Peter's Hill area of the town where there has been much modern intervention which is not of significant architectural merit.

Most of the character area is designated as the Grantham Conservation Area. The areas excluded include the Isaac Newton Shopping Centre (part of CA01b) and the area to the west of Westgate, Priory Gardens and the Asda superstore (CA01d).

The remnant survival of burgage plots to Westgate (CA01b) are important heritage assets presently outside the conservation area.

There are two buildings included on the English Heritage national Register of Buildings at Risk. The King's School (old school), Church Street (priority C);

the Collyweston Slate roof is in poor condition and the Angel and Royal (priority F) due to the severe erosion of the stonework to the façade.

Materials and colour palette

Buildings prior to the 18th century would have been constructed of Ancaster limestone, a durable but textured stone used to construct some of the most significant historic buildings in the town; St Wulfram's Church, Grantham House, the Angel and Royal and the Old Grammar School on Church Lane.

There is also still a very modest survival of the local timber-frame tradition. Externally this is mostly confined to single ranges, upper storeys or projecting bays or dormers. These have been much altered and restored but are an important reminder of a former Grantham prior to stone or brick.

The town was transformed from 1714 onwards as brick became a fashionable and accessible building material. This would often result in the old stone houses being refronted in brick rather than completely demolished. Often the earlier phases of stone building can still be seen on rear and side elevations of some buildings. Good examples survive on Swinegate and Market Place. The brick is almost entirely red but with some greys and orange

Figure 8.1.40; A selection of materials found in this character area; (from top left clockwise) pantile, rubblestone (Ancaster), stone slates, natural Welsh slate, red brick and ashlar stone

coming through in impurities which give the facades of brick houses such a rich texture. The bricks are almost always laid in Flemish bond although unlike other Georgian towns advantage was not taken of the header to produce diagonal or more random patterns of vitrified headers. This is almost never seen to the town centre. Buff brick is occasionally seen, a notable use of this is within the Market Place (No.27) and Elm House, Elmer Street North. Given its relative rarity it stands out from the remaining red brick buildings.

Roofs which were originally thatched are distinctive for their very steep pitch, still evident today despite the thatch being replaced with mainly clay pantiles or to a lesser extent natural slates.

To CA01a, the buildings around St Wulfram's Church are notable and form a significant group principally because of their shared use of Ancaster limestone for their walling. These houses also share common stone features such as stone mullion windows, stone lintels and Collyweston slate roofs.

Later development in the town from the 19th century onwards sees the use of painted plasters and stuccos in addition to brick and stone (sometimes ashlar) and other more expensive and expressive materials such as moulded terracotta bricks and panels.

Roofs vary widely in their profile, pitch, orientation and scale. This variation forms part of the essential character of the town centre. Most roofs to the commercial core (CA01b) are largely hidden from view either by parapets or due to the narrow nature of the street or lane and the height of the building in question. They are generally at a lower pitch with only the occasional examples of the steeper pitch of the vernacular house. Low and steeply pitched roofs are mostly a red-orange pantile. These

are particularly pleasing as the undulations and impurities to the handmade tile give these roofs a real character and warmth which is lost with the use of modern equivalents or worse a different roof tile.

To CA01c, most buildings are brick with very few exceptions. Roofs are mostly natural slate with almost no examples of the locally distinctive clay pantile seen in such numbers to the church precinct area (CA01a) and Westgate (CA01b).

To CA01d, Priory Court is a mix of red brick in stretcher bond and white painted render with low pitched concrete interlocking tiles to roofs. The retail superstore is a curved profile metal roof and walls to a red brick plinth with large glazed panels to the north facing elevation.

Public Realm

The quality of the streets and spaces between the buildings to the town centre varies throughout the character area. There is very little survival of historic street surfaces or finishes other than a good quality granite kerb seen to survive almost throughout the character area. There are some stone setts to older carriageways (below arches within properties which lead through to rear yards). The single survival of an almost complete road of large cobble stones can be seen to the rear of Watergate to Triggs Yard. This is an extremely rare and valuable survival and requires consolidation and protection.

In CA01a, the public realm is of a high quality but this is more to do with the lack of significant through vehicular traffic and the quality of the buildings, walls and mature gardens which line and enclose the roadside rather than the quality of the surface materials. Footpaths are generally narrow to this



Figure 8.1.41; Locally produced manhole covers



Figure 8.1.42; Historic Street surfaces are valuable survivals in the town centre



Figure 8.1.43; The wide carriageway of Westgate. Street trees add to the quality of the townscape.

part of the character area with on-street parking and strong enclosure from built form. The footpaths to the church are paved with York stone type paving units and this contributes to the very high quality of these spaces and the historic buildings which sit within and enclose them. Whilst there are no street trees to this sub-area, mature trees to gardens, particularly to Castlegate, provide a welcome green

edge to parts of the public realm.

To sub-area CA01b, streets vary in width and useage by vehicles with the main through road to the town Watergate and High Street being very busy and dominated by intensive and heavy duty traffic. The street is thankfully relatively wide but suffers from a general lack of crossing points and areas for pedestrian to feel more secure against some of

the traffic which uses these roads. The High Street narrows towards its northern end with buildings projecting and creating a bottleneck. This is positive in townscape terms but not so successful for the pedestrian or road user. Rear roads running parallel to the High Street to the east by comparison are often devoid of traffic and can with caution be used as shared spaces. There are very narrow pavements to these roads and parking can be fairly random and encroaching upon the footpaths. There is a single street tree to Castlegate but this example is notable for its functioning beehive located in the tree outside the Beehive public house, an unusual feature which contributes to the visual interest of the street.

To Westgate, the street is divided into two distinct public spaces; narrow and wide Westgate. Narrow Westgate curves gently but steadily away from Market Place and narrows further as it approaches the junction with Guildhall Street. Beyond this junction, there is a dramatic change as the road widens to almost double the width of narrow Westgate, with the buildings set to the back of wider pavements with on-street diagonal parking defining the road edge to both sides and street trees on the west side. This area is generally characterised by poorly sited street furniture, traffic signs and the pedestrian guard rails and forest of traffic lights and signs which dominate the junction with Dysart Road. These features contribute to a cluttered appearance which detracts from the overall historic character of Westgate.

Watergate has a very wide carriageway (three lanes) and wide pavements due to road widening in the mid-20th century. The car park to the east side of Watergate is a poorly landscaped area and the loss of continuity of the street frontage at this important gateway to the town has greatly weakened the

townscape.

Wharf Road is dominated by traffic despite its wide carriageway. The pavements are relatively narrow and for much of its length to the northern side there are dead frontages. The Wharf Road, Station Road and Westgate junction is over-complicated, over-engineered and over-run by traffic lights, guard rails and signs. It is a very poorly designed public realm which is some visitors' first experience of the town.

Sub-area CA01c is focused around the greenspace known as St Peter's Hill. The formal open space defined by the grand buildings which line particularly the north and east edges is further enlivened and enriched by the presence of the bronze statues of Isaac Newton and JF Tollemache in addition to the War Memorial (post-1945), planted flower beds and specimen trees. This large greenspace combined with the wide pavements and road to the west side give a real sense of spatial quality to this part of the character area. The paths which cross and link the roadside to the west of St Peter's Hill to the Guildhall and focus on the Isaac Newton statue and stone plinth (designed by William Theed the Younger in 1858) are very important public spaces and are well-used by local people particularly in the summer months. This section of the road is very wide and is a busy traffic thoroughfare making connectivity and the shared public realm a potential constraint to the pedestrian.

To sub-area CA01d there is on-street parking but to sections of Union Street there are grass verges and street trees. The flat blocks sit in well-maintained greenspaces with trees and there is a general character of a suburban space despite its proximity to the Market Place and commercial core of the town. The adjacent retail foodstore is completely

car orientated and does very little to integrate with the street pattern. Its car park is raised from the roadside and a brick and railing fence enclose the tarmac space.

Connectivity

The character area is well connected by road, rail and pedestrian links with its adjoining character areas to the north and south and wider afield (by railway link). The historic pattern of streets, lanes and alleyways (some of which are under-used) combine to give a generally very permeable town centre. However, there are some significant barriers to connectivity on travelling east-west. To the east is the River Witham, a very significant and highly valued greenspace and watercourse running up through the eastern side of the town but nonetheless a barrier to linkage even for the pedestrian as there are limited crossing points and much of the land to the western bank is privately owned. To the west is the mainline railway. It is set on an embankment and access from the west is via relatively low bridges under the railway. The bridges act as gateways to the town from the west and there is a very real sense of arrival particularly along Barrowby Road. As the road comes under the railway the visitor is immediately rewarded with a fine view of the spire of the church of St Wulfram with the low lying town set around its base.



Figure 8.1.44; Greenspaces are generally formal in character within CA01 (Top, Centre) St Peter's Hill Gardens (Bottom) churchyard, St Wulfram's



Figure 8.1.45; Market Place, presently dominated by parked cars

Open space

There are a series of important public and private open spaces throughout the character area. To CA01a there is more private open space than public with the large private and mostly tree-lined gardens of Grantham House occupying much of the space between this section of Castlegate and the River Witham. The King's School to the north of the church of St Wulfram and the National Church of England Junior School to the south both have a series of enclosed spaces for the private use of the pupils of the school. To the east side of Castlegate and north of Grantham House there are two open grassed fields. The fields are well tended, tree-lined and run east to the river. The rhythm of the rear extensions and rooflines of houses to Redcross Street form an attractive backdrop to this private greenspace. The stone wall with brick capping to

Castlegate forms an important part of the enclosure to this part of the street.

The church precinct is a very significant and well-maintained public space forming the setting to the church of St Wulfram and a number of very high quality houses forming the edges of the precinct space. This space is also the churchyard which runs through to Castlegate but is raised from the roadside (by a brick built retaining wall) to provide a clear sense of the space being strongly related to the church. The churchyard is tree-lined to Castlegate which also adds to the peaceful and tranquil narrow lane characteristic of this part of Castlegate.

To sub-area CA01b the open space is a mix of publically accessible or formal areas such as car parks, widened road junctions or the historic spaces associated with the planned layout of the town such as the widened Westgate and the Market Place. In addition there are a limited number of private spaces forming gardens, or more often parking courts, or open hardstandings, particularly to the rear of the west side of Watergate and Westgate.

The Market Place is a highly significant and presently under-used heritage asset. It is the most strongly defined and enclosed open space in the town and contains the Grade II listed stone Market Cross (of medieval origin with 18th century alterations) although the cross has moved several times in its history. The space is presently dominated by parking and traffic and has a very limited draw in terms of uses being mostly orientated towards the evening and late night economy. Highway improvements which will include some resurfacing of streets and road surfaces are planned for 2011.

Wide Westgate is to the lower, southern part of

the street and is an urban space, well-defined by significant historic built form but dominated by traffic and vehicle movement.

St Peter's Hill (CA01c) is a well-defined open greenspace with a formal character and role. It provides the setting for important civic buildings within the town and is also the home of two large statues to important sons of the town; Isaac Newton and JF Tollemache and the post-1945 War Memorial. There are a series of well-spaced specimen trees which provide some welcome greenery to a very urban part of the town. Despite its formal role, this open space is well-used by locals and visitors as a stopping and meeting place particularly during the summer months.

Four further open spaces of note are car parks. The car park to the north side of St Catherine's Road (CA01c) is a well-screened car park to serve the South Kesteven District Council Offices. The car park to the east side of Watergate (CA01b). This is a poorly screened public car park which forms part of a very weak gateway in townscape terms to the northern edge of the town centre. The car parks to Lidl on Union Street (with its back to Watergate) and Asda retail foodstore. As seen from Union Street create very weak townscape and loss of structure to important sections of the town's historic street pattern. They are poorly landscaped and detract from the historic character of adjacent heritage assets (including the spire of St Wulfram's the setting of which includes both spaces).

To Priory Gardens (CA01d), there is generous open greenspace between flat blocks and an attractive greenspace with trees to the front of the development at the junction of Greyfriars and Union Street.



Biodiversity

Due to the intensity of development to most of the town centre character area the opportunities for significant natural habitats to develop and thrive are limited. However, the private and communal garden spaces, fields and greenspaces around the church of St Wulfram (CA01a), the adjacent schools and Grantham House link directly to the green tree-lined river corridor. In this respect this part of the town has the potential for providing good quality linked natural habitats. These are however restricted to the north-east corner of the character area as the street pattern and high density of development to most of the remaining areas of the town will be a significant constraint to wildlife.



Figure 8.1.46 and Figure 8.1.47; Some buildings within the town centre are showing signs of neglect. Many upper floors are underused or vacant leading to lack of investment and maintenance.

The greenspace to St Peter's Hill, although a formal space, has a number of mature trees which are important in both townscape terms and in providing colour and softened landscaping. They also provide natural habitats for birds and other wildlife although this is limited and this space is isolated from the principal green corridors of river and railway.

There are some private gardens to houses along Swinegate (CA01a) and Castlegate (CA01b) and some have mature trees and ornamental trees. Some of these are linked and could provide limited but largely protected habitats for birds and other small animals.

The wildlife corridor associated with the railway (particularly its hedge and tree-lined boundary) is separated by the busy A52 (St Augustin Way) from the hedge-lined greenspaces of the Priory Gardens (CA01d) to the east side of St Augustin Way limiting the linkage between these two spaces.

Condition

Much of the town centre character area is in good condition. Areas which are in need of regeneration are currently being actively pursued by the District Council and private owners. There is some under-use of upper floors to commercial buildings in the town (mostly in CA01b). Some buildings are suffering from a lack of maintenance and investment and just general repair particularly to upper storeys. Areas to the rear of the commercial frontages particularly to the west of Westgate and Watergate are under-utilised and in the case of Watergate, some buildings would be considered to be at risk from potential collapse if remedial works and new uses were not found within the next 5-10 years.

There are two buildings included on the English Heritage national Register of Buildings at Risk. The King's School (old school), Church Street (priority C); the Collyweston Slate roof is in poor condition and requires repair and reslating. The school is presently fund-raising (2010) in order to carry out these works. The Angel and Royal (priority F) has been included on the list due to the severe erosion of the stonework to the façade. Both buildings fortunately have uses and are in use but due to their historic significance need very sensitive and resource intensive repair.

Both listed and unlisted historic buildings within the character area have suffered from a number of unsympathetic alterations. The most harmful has been the remodelling of historic window proportions to provide modern window openings. This is occasionally seen with the rendering or older brickwork. Both of these alterations individually and collectively have an extremely damaging effect on the character of historic buildings. Lesser but



Figure 8.1.48; Cars dominate the Market Place

still significant changes are the replacement of traditional and in some cases original windows and doors with modern materials (uPVC) and designs which are not sympathetic or as finely detailed as the original examples. Similarly the replacement of handmade pantile roofs and natural slate roofs with modern pantiles or concrete interlocking tiles has had a significant negative impact on some of the older roofs in the town. The modern pantile has not got the texture, unevenness and depth of colour found in the traditional material.

The condition and quality of signage throughout the commercial core is generally very poor despite the presence of a shopfronts and signage design guide for the town.



Figure 8.1.49; Key views to St Wulfram's spire should be maintained but this frontage to Watergate (shown) should be continued with built form

Ownership

Much of the town is owned by two estates; Grantham Estates and the Buckminster Estates with commercial and residential interests being held as short and long-term leases. There are a series of public car parks owned by South Kesteven District Council. Grantham House and grounds, No.44 Castlegate and the allotments to the north are owned by the National Trust, however Grantham House is leased (in-part) as a private house, open to the public at limited times. The King's School is landowner of areas to the north of the church of St Wulfram and Lincolnshire County Council own land to the south occupied by the junior school.

Negative qualities of the area

- Building at Risk– King's School (old school), Church Street, Grantham, South Kesteven, Lincolnshire (priority C); poor condition to Collyweston roof also Angel and Royal (priority F) due to the severe erosion of the stonework to the facade
- The Watergate car park exit on the west side of the northern end of Swinegate detracts from the generally enclosed character of the street
- The Watergate car park is poorly landscaped and undefined and is subsequently a very weak element of the townscape to the northern approach to the town
- The quality of street paving detracts from the character of the area; the use of different coloured paving infills laid in varying patterns and often of an inferior quality to adjacent materials, creates a cluttered and incoherent appearance to the street surface
- Market Place is currently dominated by on-street car parking which detracts from its open historic character and affects the setting of the market cross and Conduit House
- High Street and Westgate are dominated by traffic, the narrow pavements and lack of safe crossing places creates an unattractive environment for pedestrians
- Alleyways and access routes through the town (such as those to Westgate and Watergate – Triggs Yard) are underused and poorly maintained
- The frontages to the west side of the northern section of Watergate are blank walls, dead and inactive detracting from the quality of the



Figure 8.1.50; Retention of stone gully setts and traditional locally made street fittings is important to maintaining the character of the town centre



Figure 8.1.51; Some good work has been done on street surfacing, however the Market Place would benefit from the removal of parked cars

remaining buildings on the street (many of which are statutory listed buildings)

- The setting to the Baptist Church, Wharf Road has been significantly eroded by the bus station and its large open hardstanding immediately adjacent to this historic building
- The north side of Wharf Road makes a very poor contribution to the townscape quality and potential for this important route to the south of the town. It comprises the open hardstanding of the bus station, the rear of the supermarket and its multi-storey car park and service yards. All of this is dead, inactive and poorly defined frontage
- The frontage to the Grantham Conservative Club is a weak element in the townscape in a strongly defined street of historic houses many of which are statutory listed buildings
- Elm House, Elmer Street North retains the spatial qualities of its important former garden setting, however this space is now taken up by hardstanding and car parking to the detriment of the setting of this important unlisted house within the conservation area
- There is very limited public access to the town side of the River Witham

Key design principles (general)

- Proposed development must have regard to the historic context in terms of scale, alignment along the back of the footway, height, form, style, design and materials. The impact of change upon other important elements including the existing street pattern, trees, views and open spaces is also in planning terms a material consideration.

- The gap site adjacent to the car park on Swinegate creates a break in the continuity of the street frontage. The site would benefit from sensitive redevelopment which is in keeping with the character of the street in terms of scale, height, form, style, design and materials
- The historic character of the area, particularly to the junction of Westgate, Wharf Road and Station Road has been impacted upon by traffic signs and road markings. A comprehensive approach should be undertaken to establish which signs are necessary; redundant signs should be removed and the location of signs should be rationalized to minimise the impact of street clutter. Streets for All by English Heritage, Manual for Streets, DETR and the Streetscape Design Manual produced by Lincolnshire County Council should be referred to when considering the design or redesign of traffic junctions and highways generally
- Important trees and open greenspaces which contribute to the character of the Grantham Conservation Area, highlighted in the assessment should be retained
- To maintain continuity and enclosure, any new development along the main street frontages should abut the highway and place active frontages to the street
- The commercial centre would benefit from a coordinated approach to the provision of street furniture
- The commercial centre has been adversely affected by the introduction of modern shop fronts and fascias which introduce an inappropriate horizontal emphasis and sever the relationship between the ground and upper storeys by disrupting the sense of proportion. The area

would benefit from sympathetically designed shop fronts as outlined in the Supplementary Planning Guidance document “Grantham Shopfront Design Guide”.

Intervention – including identification of potential sites for change

General proposals

- The Grantham Conservation Area should be extended to include the former garden spaces, now yards and car parks to the rear of Westgate’s western frontage back to the line of Greyfriars
- The civic centre would benefit from the relocation of the taxi rank as this would integrate the green with the buildings and would create a more unified public space
- Traditional road features, such as gully setts which can be found along Castlegate and granite kerbstones should be retained. If the opportunity arose the possibility of exposing hidden road features should be investigated
- Traditional metal street name signs and painted street signs on the elevations of buildings should be retained and restored as they contribute to local distinctiveness
- A coordinated approach to paving which uses high quality materials in keeping with local tradition would enhance the character of the area. The “Streetscape Design Manual” contains guidance on street enhancement schemes and the principles which should be applied
- Market Place - This area would benefit from the removal, or reduction, of on-street parking

provision and allow its potential as an open public space to be explored. This would create a safer, more attractive environment for pedestrians and improve connections between the Market Place and the rest of the commercial centre

- Facilitate where possible more access to the River Witham including the provision of additional pedestrian crossing points
- Retain boundary walls between plots and retain the historic plot line of boundaries wherever possible. Avoid the subdivision or amalgamation of plots where their historic integrity still survives

Specific Proposals

1. Watergate Car Park (Figure 8.1.52)

Presently the Watergate Car Park provides over 100 parking spaces but only around 50% of the car park is in use on a weekly basis (Movement Strategy). The car park and Watergate House are very weak in townscape and architectural terms and the northern approach is in need of some revitalization particularly given the poor frontage the relatively recent Lidl store to the west side of Watergate presents to the roadside at this important gateway.

Positive Aspects

- South-west facing site
- Good access to the town centre (sustainable location)
- Part of the commercial core
- Important northern gateway to the town
- Opportunity to ‘mend’ the townscape and put back a frontage

- Opportunity to put back frontage in Swinegate
- Significant views to the spire from the rear of potential development
- Creation of new townscape features along Watergate (on viewing from High Street)

Negative Aspects

- No existing edge to the street
- Large gap in high quality Swinegate townscape
- No landscaping or relief from views to cars
- Large expanses of hard standing particularly visually intrusive when empty or underused
- Watergate House is coming to the end of its serviceable life, will require significant investment in the future
- Upper storeys underused
- Blank, dead frontages to the west side of Westgate
- Wider setting to important heritage assets presently appears to be a car park

Design Objectives

- Opportunity to reinstate the street frontage to Watergate
- Provision of buildings commensurate with the scale of the west side of Watergate and Vine Street
- Reinvigorate the northern end of the town centre
- Create new and interesting townscape views along Watergate and High Street and new views to the church spire
- Encourage the opening-up of alleyways and lanes to allow better permeability

Figure 8.1.52; Watergate frontage reinstatement. Indicative scheme



- Place parking to courts hidden from view but overlooked by residential units
- Create interest in the skyline of Watergate
- Re-locate some of the parking to on-street along Watergate
- Encourage the installation of street trees along Watergate
- Creation of a 'place' a small informal square to the rear of the development aligning with the access from Swinegate
- Form a strongly defined corner and reinstate a building line to Vine Street
- Tighten the perception of the townscape responding to the historic and surrounding street pattern by bringing the proposed buildings forward
- Use of traditional setts or similar to Vine Street and the access to the development to encourage a sense of historic integrity

2. Triggs Yard (Figure 8.1.53)

Triggs Yard is a valuable survival of a developed burgage plot. The pattern of development is typical; that of buildings running the length of the plot with an access lane to one side. Buildings are single aspect and face onto (in-part) a remnant survival of Mount Sorrell granite setts. These buildings date from between the late 18th and 19th centuries and are statutory listed by virtue of their physical connection to Nos.35 and 37 Watergate, formerly the Blue Dog Public House. They were formerly stabling and coach houses for the public house to the Watergate frontage. These buildings are a very rare survival of a vernacular building type defining

the medieval burgage plot upon which the present buildings sit. These buildings are at risk from further decay and potential collapse if new uses cannot be found for them.

Positive aspects

- South-facing aspect to the site – opportunity for active and passive collection of natural resources
- Reuse of historic street surfaces
- New uses for important vernacular historic buildings – mix of workshops, specialist shops, cafes
- Good access to the commercial core of the town (sustainable location)
- Pedestrian friendly space
- Potential for a small quarter of live/work units linked directly to the historic church precinct and Vine Street (with the potential for redevelopment of the Watergate car park)
- Good survival of historic fabric and original roof coverings
- Glimpsed views to the spire of St Wulfram's

Negative Aspects

- Buildings presently derelict and vacant and falling into disrepair
- Potential loss of historic street surfaces to architectural salvage
- Poor quality temporary type building presently housing the Air Cadets
- Important boundary wall to burgage plot in very poor repair with the loss of pantile capping in places

- Presently poorly maintained and uninviting footpath linking Union Street to Watergate

Design Objectives

- Re-use as much of the historic fabric of the buildings as possible, retain historic roofs, windows and doors
- Imaginatively convert buildings to create interesting spaces and possible live/work units or loss cost workshops to local enterprises
- Retain, consolidate and complement with sympathetic additional surface materials the remnant survival of Mount Sorrell granite setts
- Replace the Air Cadets building with a more appropriately designed building which responds to its tight site but accentuates the 'lane' character. Relocate Air Cadet to this building or elsewhere
- Improve pedestrian legibility by carefully designed and located signage which encourages footfall past units

3. Greyfriars (Figure 8.1.54)

The Greyfriars site has been identified by the District Council as a significant development site within the town centre. It is currently (Oct 2010) the subject of a development brief being prepared by GVA Grimley. It is a large and comprehensive site (2.8ha) which includes buildings to Westgate most of which are statutory listed Grade II and their plots which run down to Greyfriars with the flats to Priory Court beyond. The site is bounded to the north by Conduit Lane and takes in properties down to and including No.79 Westgate on the west side. Half of the site lies within the Grantham Conservation Area. Within the

site, there is the remnant survival of former burgage plots laid out in the medieval period and therefore of very significant historical value.

Positive Aspects

- A sloping site much of which has the advantage and potential to face south
- A degree of permeability present and the potential to re-open former passage-way and alleys
- High quality buildings to Westgate with the potential to improve their setting use patterns
- Potential to re-instate significant building lines and reinvigorate presently under-used spaces
- Highly sustainable town centre location
- Potential to use the contours of the site to provide subterranean parking

Negative aspects

- Large scale, poorly constructed buildings on the site detract from the setting of listed buildings and the character and appearance of the conservation area
- A lack of townscape definition to Greyfriars
- A lack of enclosure to the Market Place in views west along Conduit Lane
- Limited use of the alleyways and footpaths linking the rear lanes to Westgate
- Car parks and hardstandings dominate the character of the east side of Greyfriars

Figure 8.1.53; Triggs Yard. Indicative scheme for the reuse of traditional buildings

**BURGAGE PLOTS ON WEST SIDE OF WATERGATE
REGENERATION THROUGH CONSERVATION OF HISTORIC ASSETS**

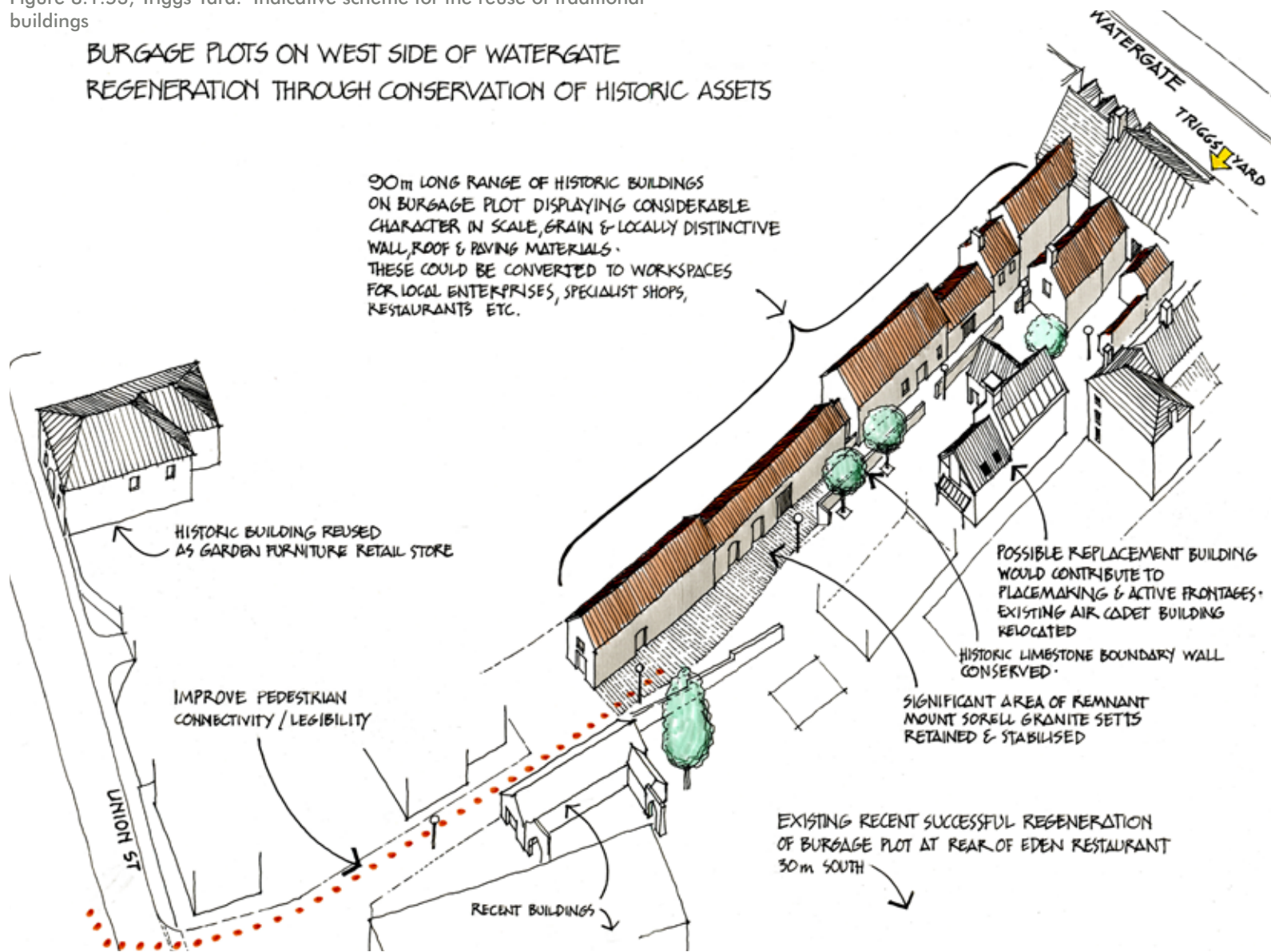
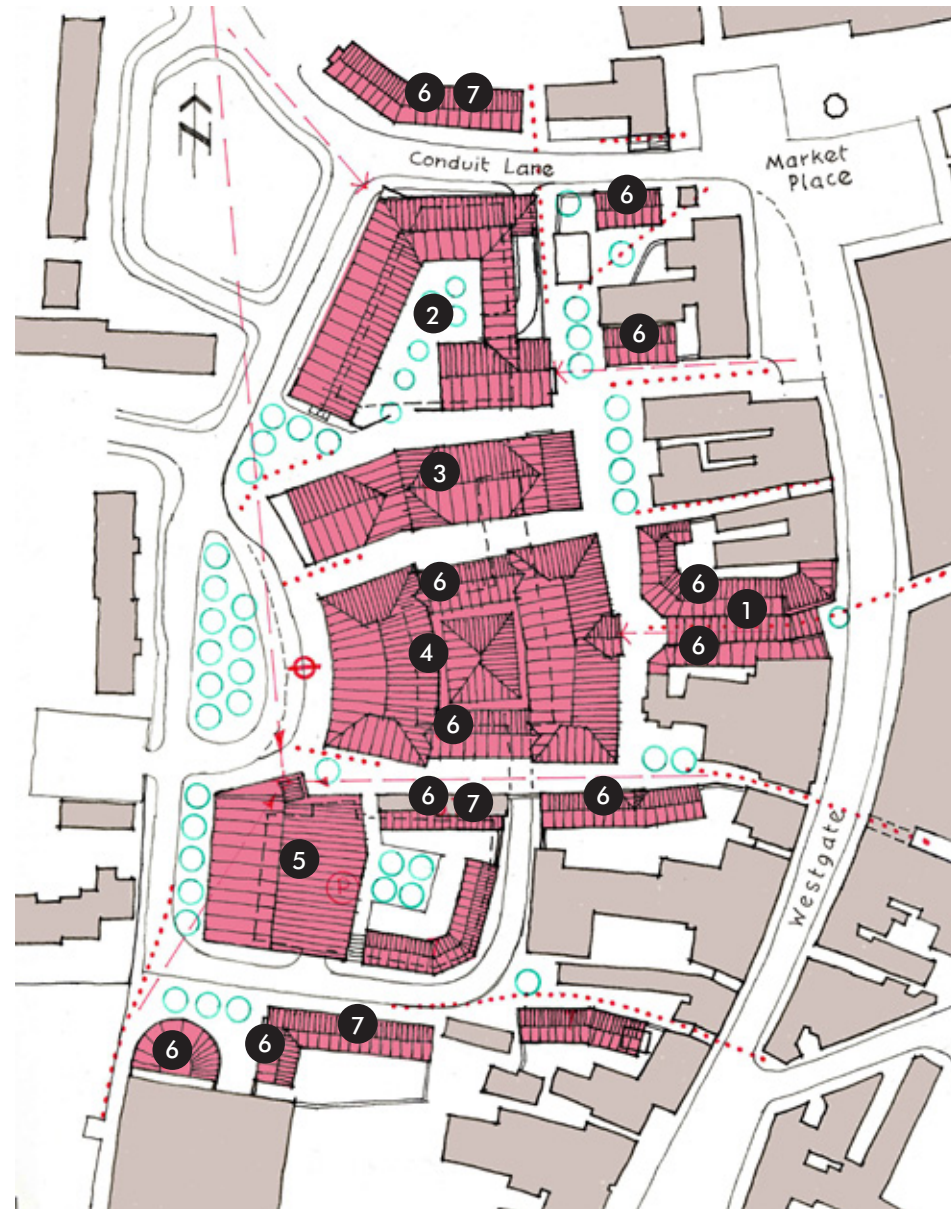


Figure 8.1.54; Greyfriars. Indicative scheme



KEY

1. Glazed arcade link
2. Hotel (3 storeys) with undercroft parking
3. Medium sized retail and restaurant uses (2 storeys)
4. Large footprint retail store/s with undercroft servicing (2 storeys)
5. Leisure/entertainment with undercroft parking
6. Small scale retail/commercial/services, some residential at 1st floor (2 - 2.5 storeys)
7. Residential (2 - 2.5 storeys)

Design Objectives

- Comprehensive redevelopment but using the existing and surviving historic grain of the burgage plots and possible reuse of existing historic buildings
- Retention of 19th century walls which demark the original line of medieval plot boundaries
- Buildings should run along and down the line of the plots rather than across
- Open spaces within the rear plots should be small, informal and intimate not large and formal
- Pedestrian routes should be narrow, but well-lit and with active frontages (day and night)
- Additional routes should be reinstated running east-west and these should be the principal routes (running along the grain), routes north-south should be secondary and subservient and be more staggered
- Larger users (such as leisure facilities) which are likely to need large footprint buildings should be located towards the north-west corner but should maintain an active frontage to the roadside
- The Conduit Lane elevation needs to be to the back of pavement to help partially close the gap perceived in views west out of the Market Place
- Parking for the site uses should be accommodated in undercrofts created by the change in level and accessed from Greyfriars
- Roofs should run east-west to accentuate the historic grain of the site

4. Middlemore Yard

Middlemore Yard is a narrow lane which leads down to the River Witham from Castlegate. Immediately to the north is the Conservative Club and its associated parking. This area was formerly occupied by a long terrace of small cottages with small front gardens to the lane. The Grantham Conservation Area Appraisal highlights the lack of townscape cohesion to this part of the conservation area (falling within CA01b of the townscape appraisal) and identifies that the space would benefit from better definition onto Castlegate.

The Townscape Assessment is not promoting this site as a development site but suggests that were this site to come forward for development, the following might be considered.

Positive Aspects

- Site is south facing along its length
- Close proximity to the riverside corridor
- Sustainable site very close to the town centre, could be promoted as a site without parking, or a minimal parking standard
- Good views to the open fields to the east side of the River Witham

Negative Aspects

- Present buildings are architecturally uninspiring and detract from the high quality historic buildings surrounding the site all of which are statutory listed
- Under-use of an important and potentially attractive site in the town centre
- Poorly screened car parking

- No public access to the river frontage

Design Objectives

- Provide a continuous frontage to Castlegate
- A design which respects and reflects the scale of adjacent historic buildings
- Enhance the surface treatment and promote the use of Middlemore Yard as a crossing point to the river
- Potential to set buildings along the lane, providing definition and an active frontage creating a safe environment for the pedestrian
- Relocate the Conservative Club within the site or elsewhere
- Screen parking from Castlegate by moving to courts enclosed by development
- Retain the linear grain of the plot with any development by avoiding larger buildings crossing the plot (except for on the frontage)
- Possible creation of a public space adjacent to the waterside for appreciation of the river setting

5. Rear of Morrisons, Wharf Road (Figure 8.1.59)

This area is one of three 'sites' (the others are the Bus Station and Post Office site) which should be considered together and form part of the important north side of Wharf Road. The site (along with adjacent sites) is the subject of a draft development brief by GVA Grimleys (Oct 2010). Historically this road was lined with buildings to the back of pavement and Stanton Street and Welby Street linked to Wharf Road to provide a very permeable grid of roads. This area will become a key part of

the route to and from the station. The proposed station approach brings the visitor onto Wharf Road to a point where presently there is at grade car park and multi-storey car park adjacent. There is very little structure to the townscape and it is not easy to deduce where the town centre is and why the station approach has brought the visitor to this point on Wharf Road.

Positive aspects

- The frontage to the site is south-facing allowing the potential for natural resources (the sun) to be harnessed passively and actively
- Redevelopment of the site would greatly improve the setting of the Grade II listed maltings to the junction of Wharf Road and Westgate
- The site is level
- The area will be significantly transformed by the development of the station approach

Negative aspects

- The site presents a poorly defined and dead frontage to a major road within the town
- The buildings on the site are architecturally uninspiring and make no attempt at creating attractive townscape to Wharf Road
- The buildings and car park provide a poor setting to the Grade II listed converted maltings to the western end of Wharf Road

Design Objectives

Create an active frontage to Wharf Road with a 'place' which responds to the proposed station approach – this might take the form of an informal square which provided an appropriate setting for

the maltings building

- Retain parking but remodel this and set it back behind mixed use buildings fronting Wharf Road
- Link the site with the potential for redevelopment at the Bus Station and the Post Office site
- Consider the reinstatement of the line of Stanton Street and Welby Street to encourage connectivity with Westgate

6. Bus Station

This site should be considered in relation to potential sites adjacent to this (rear of Morrisons and the Post Office Site). The site (along with adjacent sites) is the subject of a draft development brief by GVA Grimleys (Oct 2010). Presently there are no plans to remove or re-locate the bus station but it may be possible to reconfigure the station or reduce the number of buses standing over in the station to enable the station to be partially obscured by development. Development would also help provide a better townscape context for the Grantham Baptist Church, a well-detailed church of local historic and architectural significance.

Positive aspects

- The frontage to the site is south-facing allowing the potential for natural resources (the sun) to be harnessed passively and actively
- Railway Terrace which becomes Elton Street leads visitors and residents alike directly from the station (along a view/desire line to the spire of St Wulfram's church) to a point opposite the service yard of the supermarket adjacent to the bus station.
- There are links from the site directly into the Isaac

Newton Centre

- Opportunity to improve the arrival experience of coach and bus travellers

Negative aspects

- Present bus station and service yard to the supermarket is very poorly defined townscape and is most non car-borne visitors' first impression of the town
- The Bus Station is a poor setting for the Grantham Baptist Church, a building of some local historic and architectural importance and quality, presently surrounded by the Bus Station

Design Objectives

- Create an active frontage to Wharf Road to both provide a better townscape setting for the Grantham Baptist Church and recreate some enclosure to Wharf Road
- Obscure (at least partially) the bus station and bus hardstanding
- Relocate the supermarket service yard and consider the possibility of providing an active frontage (café for example) to provide a stopping place for visitors (on walking from the station via Railway Terrace and Elton Street)
- Reduce the number of buses standing-over in the Bus Station to enable the take-up space for the station to be reduced
- Link the site with the potential for redevelopment at the Post Office site adjacent

Figure 8.1.55; Colour Palette recommendations for CA01a



This character area contains high quality Ancaster limestone, weathered brick, pantiles and slate. Any new development must relate strongly to that palette, paint colours should largely be selected from the complementary, harmonising and articulation and accent ranges.

Figure 8.1.56; Colour Palette recommendations for CA01b



The town centre retail area combines some traditional materials of brick and stone with more recent cladding, concrete roof tiles and painted shop windows. More chromatic colours from the complementary, harmonising and articulation and accent ranges can be used to reflect the vitality of the town centre. Careful selection of greys will help link new developments to traditional existing buildings.

Figure 8.1.57; Colour Palette recommendations for CA01c and d



Landscape colours are particularly significant around St Peter's Hill, greatly adding to the sense of a civic heart for the town. Vibrant colours can be used in small areas in association with civic buildings to reflect the importance of their functions. The southern end of this area is lively with restaurants and bars and this can be enhanced in additional colour at street level.

7. Post Office site (Figure 8.1.59)

The Post Office currently occupies part of an important corner site to the junction of Wharf Road and St Peter's Hill. Historically a series of large houses sat on St Peter's Hill with the gardens running parallel to Wharf Road and a row of modest cottages or possibly stabling and outhouses sat facing Welby Row, the remnants of which survive today in the location of Bath Street. The site

(along with adjacent sites) is the subject of a draft development brief by GVA Grimleys (Oct 2010).

Positive aspects

- A prominent corner site to one of the key gateways to the town
- Part south-facing
- Sustainable town centre location

- Opportunity for mixed use given the location
- Requires a landmark architectural response
- Opportunity to provide a better setting to the Grantham Baptist Church

Negative aspects

- Present built form is very weak in townscape terms
- The present buildings on the site are outdated and are coming to the end of their useful life
- The present buildings do not make a positive contribution towards the character or appearance of the Grantham Conservation Area
- There is no active frontage to Wharf Road

Design Objectives

- Provide a high quality architectural response to this important corner site
- The opportunity to create a building form which turns the corner and provides a façade which will close the view west along St Catherine's Road
- Create an active frontage to both St Peter's Hill and Wharf Road
- Respect and not compete with the established scale of the buildings to both St Peter's Hill and Wharf Road and to the corner of Wharf Road and



Figure 8.1.58; View from present Morrisons car park. A lack of frontage to this part of the road makes for very poor townscape

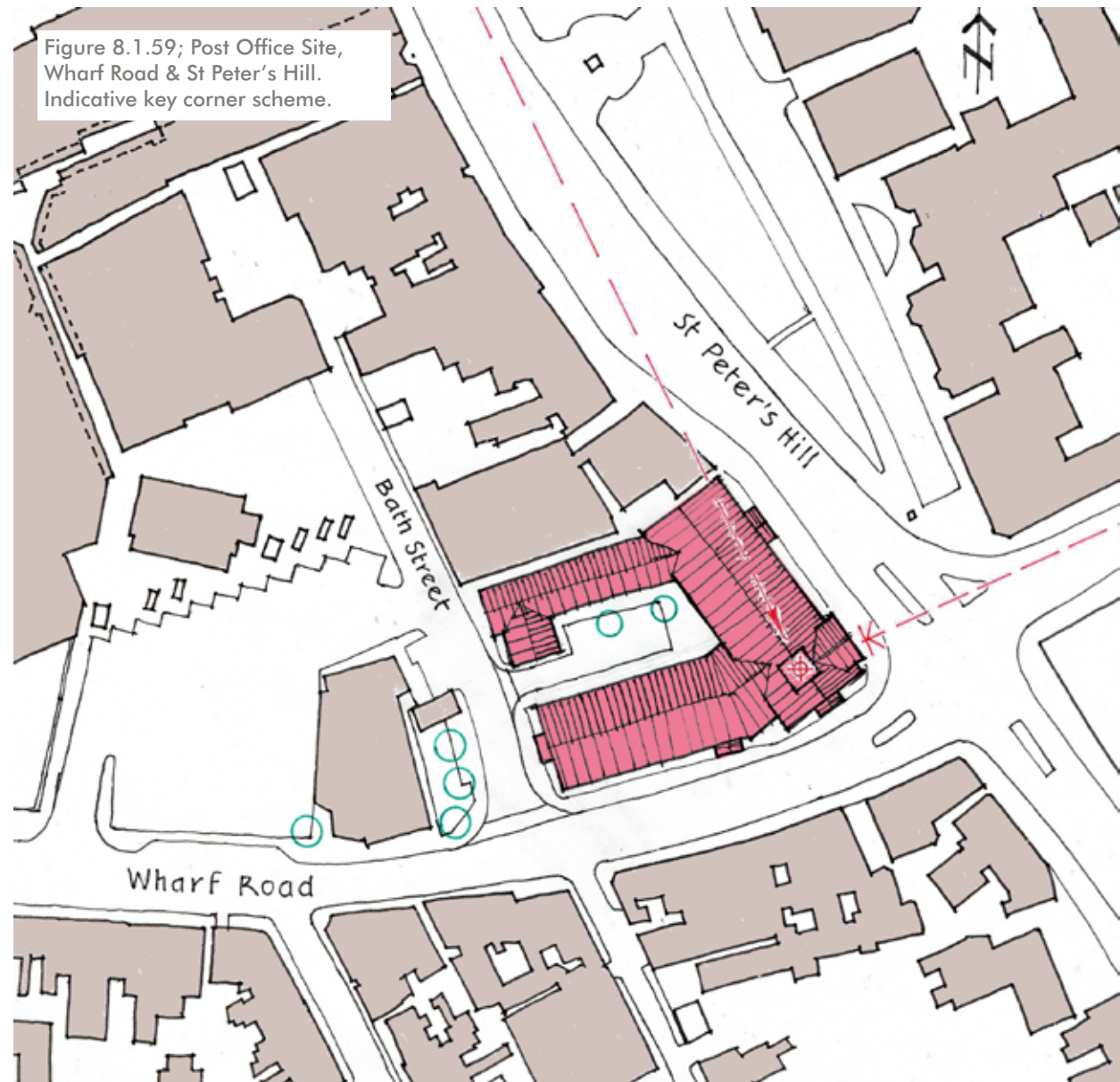


Figure 8.1.59; Post Office Site, Wharf Road & St Peter's Hill. Indicative key corner scheme.

London Road (the proposed building should not be more than three and a half storeys - with an upper storey set back)

- Consider the creation of a public space adjacent to the Grantham Baptist Church and the proposed building to provide an appropriate setting and some open space for both buildings
- Link the site with the potential for redevelopment at the Bus Station site adjacent

Limits to Growth

Significant growth within the town centre character area is constrained by the River Witham to the east, the railway and St Augustin Way to the west and by the historic nature of the street pattern which includes the survival of a significant number of historic and architecturally important buildings both statutory listed and unlisted but making a positive contribution towards the character and appearance of the conservation area and the high density of existing development generally across the character area. However, there are a number of key development sites within the town centre character area which combined could provide a major boost for the town by way of additional residential and commercial units. By promoting two themes of mending the townscape (largely reinstating key frontages where they have been lost) and promoting the heritage assets of the town, Grantham could capitalize on its unique and still readable historic roots. The survival of much of the medieval town plan including the long narrow burgage plots which run down behind the main frontage buildings provides a clearly defined grain which should be respected in all proposed development.

The views to the spire of the church of St Wolfram are one of the town's defining characteristics. The spire in both short and long views does not compete with other buildings on the skyline. In this respect Grantham has a very consistent and respectful scale of built form across the town which should not be exceeded. The spire should not compete with any building within the town centre character area or within its setting as appreciated from the key strategic views identified on the townscape maps (Figure 3.08).

Above all, future growth in the town through development opportunities should take great care to respect both the scale and the grain of existing historic buildings and their associated plots and plot boundaries.

Figure 8.1.60; The views to St Wolfram's spire are town defining with the spire remaining a dominant feature on the skyline from all directions



CHARACTER AREA 02

CA02: Early Northern Suburbs

Summary

This predominantly residential character area lies to the north of the town centre (CA01) and comprises a series of developed land parcels from the 18th, 19th and 20th centuries. Part of the character area lies within the Grantham Conservation Area and there are a good number of statutory listed buildings and buildings which would be considered to be of local historic and/or architectural interest. These are focused on North Parade and streets to the immediate north of Brook Street. The dominant building type is the terraced house but there is a clear hierarchy of houses within the character area ranging from the three storey town house and large Edwardian detached villas down to the modest terrace house.

The character area has four sub-areas reflecting periods of development from the late 18th century through to the early 20th century which supported and supplied the increasing population with suitable accommodation. These periods reflect the important patterns of growth within the town particularly relating to the industrial (maltings) and commercial uses and services (coaching inns and other associated services) and later factories for which Grantham became regionally renowned.

This area is well connected to the town centre although the traffic using Broad Street, Brook Street and North Parade is a constraint to pedestrian movement and connectivity. Large private gardens, some with extensive tree cover, and the railway line to the west are important wildlife corridors in the urban part of the town.

There is very limited scope for growth in this character area. Some larger gardens may come under pressure to redevelop and intensify the density of development (particularly to Welby Gardens) and the west side of North Parade (long gardens and land adjacent to the railway line). This type of development should be resisted.

Context (including topography and views)

The character area lies immediately north of the town centre and historic core (CA01). To the east is the River Witham and Wyndham Park (CA04b) and to the west of most of the character area is the mainline railway with the southern most tip of the Northwest quadrant (part of CA17) beyond. To the north are the hospital and post-war suburbs of character area CA06. To the north-west, the large shed like buildings forming part of the Moy park food processing complex (CA16b). A small area of late 19th century terraced houses lies to the west of the railway line (CA02d) to the base of Green Hill (Barrowby Road). To the west of this are varied and extensive residential suburbs of CA10 stretching up and across the hillside.

The land is generally flat but falls steadily along Gladstone Terrace to Brook Street. Sub-area CA02d is on steadily rising land (Green Hill) to the west of the railway line.

The informal grid layout and generally modest scale of houses combined with the close proximity of the town centre means that glimpsed views are often had of the spire of the church of St Wulfram. Also due to the grid like pattern of streets, there are often terminated views such as those to Redcross Street looking west or Sidney Street looking south.

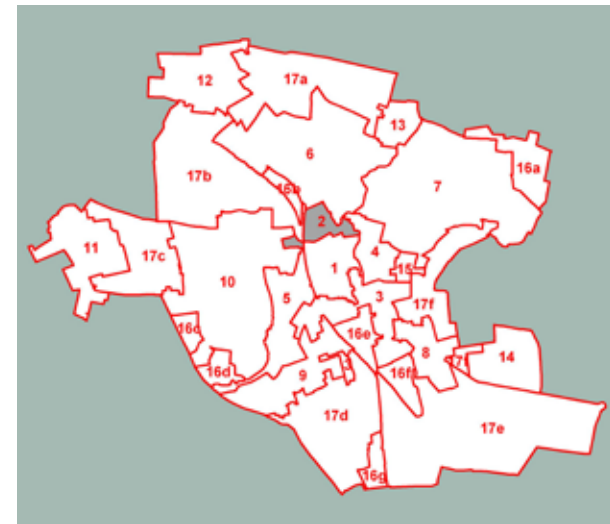


Figure 8.2.01 CA02



Figure 8.2.01; Important corner building in townscape terms (also the birthplace of Margaret Thatcher) (CA02a)



Figure 8.2.03; Gladstone Terrace, one of a series of higher status terraces to this part of the town (CA02b)

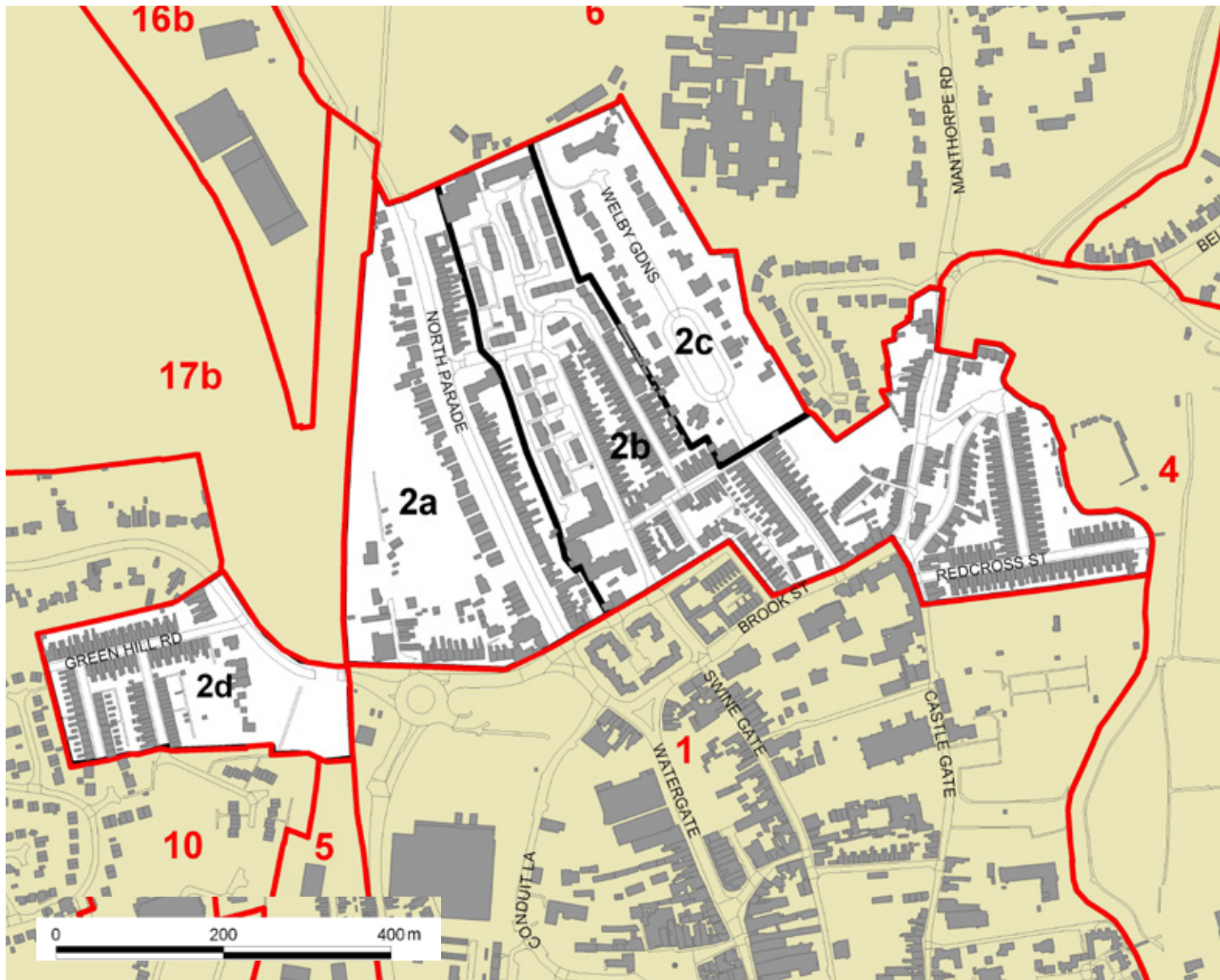


Figure 8.2.04; Figure Ground and sub-areas for Character Area 02

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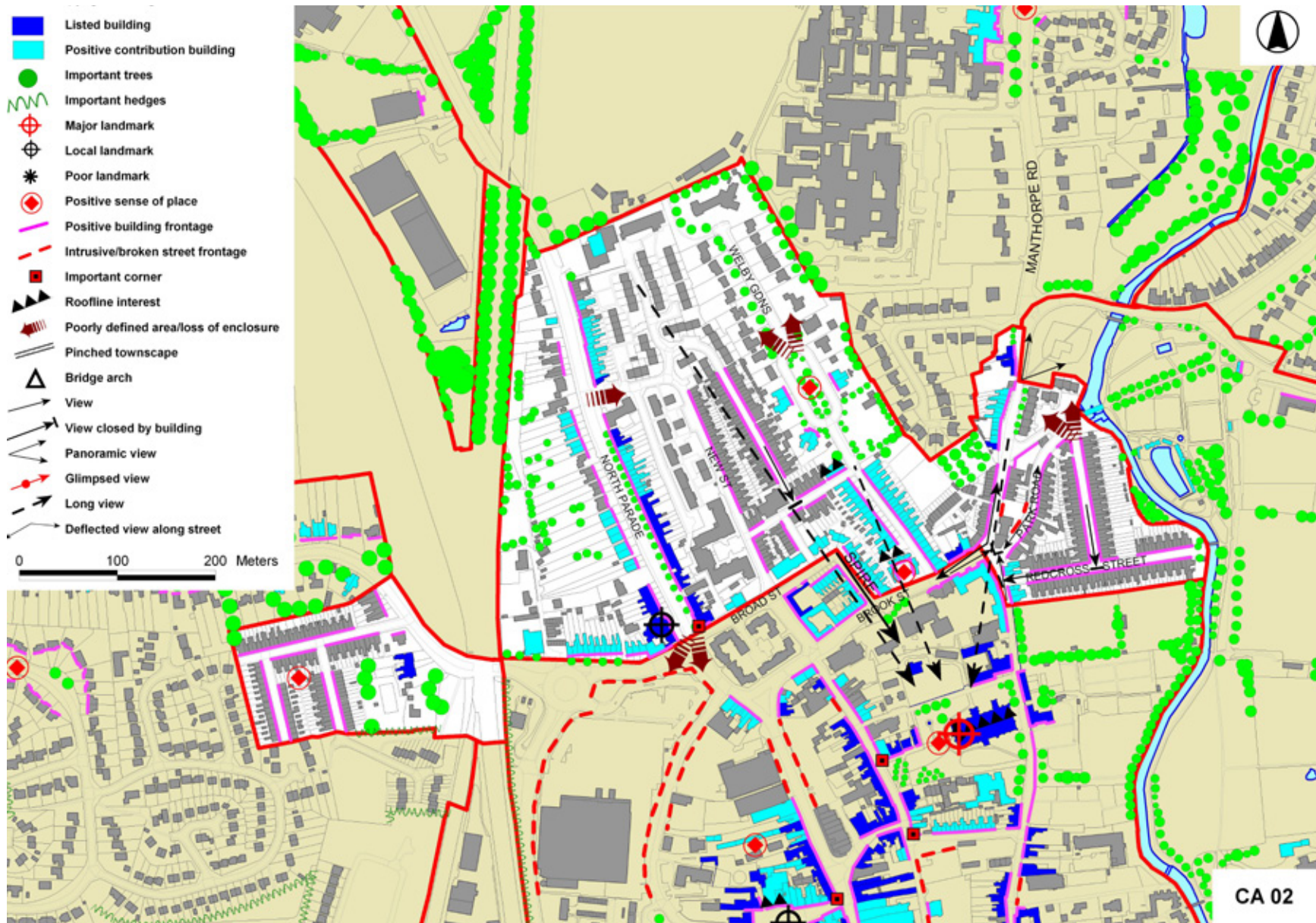


Figure 8.2.05;
Townscape for
Character
Area 02



Figure 8.2.06; The spire of St Wulfram's is ever present in glimpsed views from this character area (seen here above houses to the west wide of Gladstone Terrace)

CA02a: North Parade

Form/origins:

Large houses and townhouses (up to three storeys) lining a principal historic route to and from the town to the north

Heritage assets:

Houses mostly dating from the 18th and early 19th century – an important early urban extension to the town (most houses are statutory listed). The once prolific and integrated malhousers (still seen to the south of the town) have all been demolished and redeveloped. Partly within the Grantham Conservation Area

Topography:

There is no discernible change in level

Plots:

Regular plots, those to the west of North Parade very long gardens, mostly large terraced town houses and semi-detached houses in generous plots large and very large gardens

Building lines:

Consistent building lines throughout; those to east side set to back of pavement, those to west comprising buildings set back in gardens

Materials:

Red/orange brick frequently seen in Flemish bond, unpainted pebbledash, mostly pantile and plain clay tile roofs, some natural slate only limited modern replacements

Scale:

A mix of two and two and a half storey and three storey townhouses

Uses:

Predominantly residential – single family dwelling houses and catholic church

Trees and greenspaces:

Mature trees to rear gardens, particularly to the west side of North Parade

Public realm:

High quality with wide street, raised pavement with grass verges and street trees and no street parking

Access and connectivity:

Well connected to the town centre and outlying villages, railway line to west a constraint to connectivity

CA02b: Brook Street environs (incl. Gladstone Terrace, Sidney Street, New Street, Redcross Street and Alford Street)

Form/origins:

Series of streets of mostly two storey artisan terrace housing forming part of the important Victorian and Edwardian expansion of the town

Heritage assets:

1850 -1904 housing, sometimes on a grand scale, but mostly seen as high quality terraced housing of two and three storeys. Partly within the Grantham Conservation Area

Topography:

Predominantly flat with slight drop to Brook Street from the north – buildings reflect this level change particularly to Gladstone Terrace

Plots:

Mostly regular plots of terraced housing, narrow with rear gardens, some later development of flats set in communal gardens

Building lines:

Consistent, mostly to back of pavement or with very small front areas with low boundary walls

Materials:

Red brick, Flemish bond, some painted and some rendered but this is limited, some variation to brick colour for dressings and some painted lintels. Much replacement of natural slate with modern concrete interlocking tiles, red brick chimneys survive in large numbers

Scale:

Mostly two and some three storey houses, some grander town houses to Brook Street

Uses:

predominantly residential and mostly private dwelling houses with occasional flat blocks and some conversion to flats

Trees and greenspaces:

Some ornamental trees to front gardens, limited trees to rear gardens

Public realm:

Narrow carriageways and pavements, on-street parking throughout

Access and connectivity:

Good access and connectivity as houses are generally set on an informal grid and well connected to bridge crossing points to the River Witham to the east

CA02c: Welby Gardens

Form/origins:

Laid out in the late 19th century as a fashionable low density suburb of large semi-detached and detached villas but not completed until the late



Figure 8.2.07; The church of St Mary the Immaculate sits modestly within a comparably scaled streetscene of townhouses



Figure 8.2.08; Large semi-detached Edwardian houses line the west side of North Parade

20th century (later development includes large bungalows)

Heritage assets:

Late 19th and early 20th century houses, generally on a grand scale with some good examples of the Vernacular Revival style. Partly within the Grantham Conservation Area

Topography:

Flat with no discernible level change

Plots:

Large regular plots with houses set back in generous gardens

Building lines:

Consistent throughout, with houses set back from the roadside behind mature landscaped boundaries

Materials:

Traditional buildings of red brick with stone dressings and faux timber-framing and natural slate or clay tile roofs. Modern houses of stock bricks (various colours and finishes), some render and concrete interlocking tiles

Scale:

Mostly two storey (some on a grand scale) and some use of attic storeys with windows to gables

Uses:

Residential throughout, mostly large single family dwelling houses, some sheltered housing for the elderly (Gregory House – the Orders of St John Care Trust)

Trees and greenspaces:

A high degree of mature broadleaf tree cover throughout to front and rear gardens

Public realm:

High quality public realm, street trees, wide roads,



Figure 8.2.09; The character area includes very modest simple terraced housing set to the back of pavement (Alford Street)

pavements and grass verges, limited on-street parking and well-defined boundaries

Access and connectivity:

Relatively poor connectivity as Welby Gardens is a large cul-de-sac with no pedestrian linkage to adjacent road or footpath networks

CA02d: Green Hill Road environs

Form/origins:

Small grid of streets of mostly two storey artisan terrace housing forming part of the important Victorian and Edwardian expansion of the town

Heritage assets:

Late 19th century artisan terraced housing, part of the significant urban extension of the town in this period

Topography:

Steadily rising land from east to west

Plots:

Regular plots of terraced houses set on grid of streets and lanes

Building lines:

Consistent throughout, houses set to the back of pavement (no front gardens)

Materials:

Red brick, but with much mottling to brick finish giving a varied colour effect, mix of natural slate and concrete interlocking tiles

Scale:

Two storey houses, some with accommodation in roof spaces lit by dormers to rear and rooflight to front roof slopes

Uses:

Residential throughout

Trees and greenspaces:

Some mature trees to rear gardens, larger mature gardens to houses fronting Barrowby Road

Public realm:

On-street parking to narrow carriageways and pavements can appear cluttered

Access and connectivity:

Good connectivity particularly for the pedestrian via a network of footpaths

Overview of character area CA02

Grain/density/plot coverage

There is a fine grain and high density to development to much of the character area with mostly terraced housing set in narrow plots, with some larger semi-detached houses and villas to



Figure 8.2.10; View looking into North Parade from the town centre (CA01). The predominant three storey scale to North Parade gives this road a processional character – it is an important gateway to the town

CA02a and CA02c. Those to Welby Gardens are at a much lower density and sit in generous mature gardens. With the exception of Welby Gardens, houses generally sit to the front of the plots with very small front gardens or no more than front areas bounded by low brick boundary walls. Much of the modest terraced housing to CA02b is set to the back of pavement, for example, New Street, Redcross and Alford Street. Building lines are consistent to streets but with a hierarchy of built form which see some houses extended forward with canted bays (for example those to Gladstone Terrace and Brook Street). Flatted development and post-war housing to the northern section of CA02b is of a much lower density and sometimes seen at single storey. This, however, does not dominate or compete with the overall sense of a densely developed part of the town.

Scale

There is some variation to the height of houses but no development taller than three storey. Houses to CA02a (North Parade) are generally three storey townhouses or two and a half storey semi-detached houses or villas. The remaining development to the character area is two storey with the exception of some of the houses to Brook Street (three storey).

There is some variation to the way buildings address the street with a mix of gables and pitched roofs parallel to the road. Roofs are often partially obscured due to the scale of the buildings and the relative width of the street. In these cases the eaves line is often a strong element in the streetscene and is accentuated by the use of dentil cornices. Some of the older houses have double-depth plans with characteristic double pitches to the flank elevations.

These enliven the roofscape where seen.

Uses

The character area is predominantly residential, single family dwelling houses. There is some conversion of older houses to separate flats and some commercial uses within residential buildings but this is isolated. To Welby Gardens there is a sheltered housing development for the elderly.

There is a catholic church; the Church of St Mary the Immaculate, and a children's nursery to North Parade (CA02a). To the edge of the character area set back in a large car park is the Kings Hotel. The original large mid Victorian Villa, Diana Lodge has been significantly enlarged and extended with brick extensions to create the modern hotel seen today.

Building types

The dominant building type is the terraced house but, unlike other similar urban expansion of the town, there are several key phases of development within the character area which are represented by different building types within the terrace typology. To North Parade there are some of the best late Georgian townhouses in Grantham. A number of these are statutory listed. These are generally three storey with pitch roofs and a double depth plan. There is generally a hierarchy to the floors which is reflected in the architectural ornamentation, the use of materials and the proportions of the windows to the street façade.

The Victorian/Edwardian period also sees a hierarchy of building types with the terrace house diminishing in architectural quality from the higher status larger Victorian houses with canted ground



Figure 8.2.11; The modest artisan cottage scale of some houses is evident (CA02b)



Figure 8.2.12; Larger Arts and Crafts inspired houses to Welby Gardens (CA02c)

(and occasionally rising to first floor bay and front garden with railings and low boundary wall), to the scaled down modest examples of terrace housing (generally later and into the early part of the 20th century) with simple painted or plastered lintels and single central window to each floor.

The third building type is the larger villa mostly seen as semi-detached houses but designed to read as a single composition. There are very fine examples to be seen to Welby Gardens and North Parade. They are also characterised by large mature gardens which are important to the setting of this house type.

The post-war development within the character area comprises two storey flat blocks set in communal gardens and bungalows and houses set in open gardens.

Architectural qualities

The character area has some very good examples of what could be considered as well-defined architectural styles. These have largely been dictated by the period of building and the quality and status of the completed building reflecting that of the prospective occupier. It is clear from the architectural quality of the buildings that the character area generally covers an area of former wealth and prestige. The quality of the finishes and materials is some of the best in the town. This is reflected in the high degree of buildings that are contained on the List of Buildings of Special Architectural or Historic Interest (the statutory list) all at Grade II.

CA02a has the best group of late Georgian and early Victorian Townhouses in Grantham. They are characterised by their scale (three storey), their use of the multi-paned sash window, strong eaves line (often with dentil brick cornice) and decorated classical doorcases. Doors often have fanlights which accentuate their scale and presence on the street scene. The hierarchy of the window proportions to the facades is a crucial element of their design and the windows tend to accentuate the principal floors within the house. The most

important rooms in the house will have the largest windows and the most architectural embellishment. This varies along the terrace with some ground floor and some first floor windows being the largest in an individual townhouse. The lintels to windows are often the most emphasised element of the design with wide gauged arches of moulded plaster. This is often intended to mimic stone. The grouping of these terraced townhouses is as important as their individual architectural characteristics and it is the collective qualities of the terracing that gives the North Parade such a feeling of a processional route to and from town.

CA02b comprises a number of good examples of the Victorian terraced house. As is seen to the southern Victorian expansion of the town there is a clear hierarchy to the terracing. Historically, Gladstone Terrace and houses to the section of Barrowby Road (within the character area) were at the higher end of the social status of occupier and comprise larger houses, set back in small gardens with stone and painted plaster (to imitate stone) surrounds to windows and doors. They also have stone (some carved) and timber-framed bays which also set these houses apart from the more modest terrace housing found to Green Hill Road environs (CA02d), New Street, Redcross Street and Alford Street. With the exception of the houses to Green Hill Road which have some architectural embellishment such as dentil eaves and stone lintels, the latter roads are almost devoid of architectural detailing with very plain lintels and no adornment to door surrounds. There has been much loss of original windows, doors and roofs which have contributed to the general diminution of the quality of what were original simple artisan housing.

To sub-area CA02c and to the west side of North



Figure 8.2.13; Decorative joinery, particularly doorcases, is a common feature to houses in CA02a (North Parade)

Parade CA02a there are a series of Edwardian villas. These large houses are set back from the road in mature gardens and could loosely be considered to be in a Vernacular Revival style. This popular style of the period derived from the rising popularity of the Arts and Crafts movement amongst the higher social classes. It is often (as is the case in this character area) accentuated by the eclectic and free use of what would be considered traditional materials; red brick, clay tiles, timber-framing (usually false or applied), tile hanging and pebbledash or painted render (but usually heavily textured rather than smooth). In addition, the roof form is important and usually emphasised with a large sweeping massing of roof plane and large brick chimneys. Windows would often take the form of mullioned and transomed casements rather than the more classically inspired timber-framed vertical sliding sash. Those to the west side of North Parade although built as semi-detached dwellings are designed to appear as single large houses.

Non Domestic Architecture

Churches

The Roman Catholic Church of St Mary is a stripped classical design of very strict proportions and architectural embellishment. Its central pedimented doorway of Roman Ionic columns dominates and defines the symmetrical treatment of the façade. Of equal interest and carefully considered is the southern extension to the church forming a separate entrance to the building. The use of stone and glass (including the delicate but highly effective canopy) complements but does not compete with the principal building.

Former School (now converted to mixed use including housing and offices)

The former infants' school to the corner of Albion Road and New Street is unusual in its use of rubblestone laid to courses in an otherwise red brick area of the town. The original building is in Tudor-Gothic style with a series of arched windows with decorative drip moulds. The chimney is a prominent feature and is corbelled from the wall with a series of moulded brackets.

Heritage Assets (including designations)

The Roman Catholic Church of St Mary, terraces adjacent and opposite are Grade II listed. The statutory list reflects the earlier houses on the Parade (those dating from the late 18th and early 19th centuries) and groups of houses, such as those to the base of Green Hill on Barrowby Road (CA02d) and individual houses to Brook Street of a similar date.



Figure 8.2.14; The church of St Mary – an exception to the red brick of the adjacent terraces. Its modern extension is sympathetic and well-handled architecturally.

Heritage assets of local significance include the former school to the junction of Albion Road and New Street and the higher quality Victorian townhouses to North Parade and terraced houses to Gladstone Terrace, Barrowby Road and Brook Road. The larger detached and semi-detached Edwardian villas are generally in very good condition and retain much of their original fabric and form.

The Grantham Conservation Area extends from the town centre to include houses on the principal routes to and from the town; North Parade, Brook Street and Barrowby Road. It also includes Gladstone Terrace, Albion Road, Albion Place and part of Chambers Street. Some parts of New Street and the northern section of Welby Gardens may be considered to fall within the setting of the conservation area. Views into the conservation area would include those from Sidney Street looking south and glimpsed view to the spire of St Wulfram's.

Materials and colour palette

Red brick is the dominant walling material. The brick is almost always seen in a Flemish bond and is a strong red/orange colour with some burnt headers or sections of brick which gives some variation to the colour especially when seen in this particular bond (which often emphasizes the header brickwork in the pattern). Green Hill Road environs is an exception to this where the houses are predominantly constructed in English bond but with even more emphasis on a varied brick colour with much mottling of the brick seen to these houses giving a very mixed colour finish to the facades. Traditional roofs are a strong red/orange pantile with a more rigid machine made plain clay tile to the later Edwardian houses. The Victorian terraces retain some natural slate to their roofs but much has been replaced with modern concrete interlocking tiles.

There are a few examples of the use of stone, in coursed Ancaster rubblestone to the former school in Albion Road and in ashlar limestone to the Roman Catholic Church of St Mary. Stone is also seen to bays and some door surrounds.

There are only limited and isolated examples of

painted brick or rendered and painted brickwork and this adds to the cohesive nature of the surviving terraced housing within the character area. Painted pebbledash is a characteristic material of some of the Edwardian villas to CA02a. Planted or faux timber-framing (applied rather than structural) is often seen in combination with rendered panels (seen to North Parade and Welby Gardens).

Colour palette

For CA02a, the area is strongly characterised by late Georgian / early Victorian townhouses. Use of colour should be restrained and disciplined in accordance with the architecture. Street trees are important and planting could be extended in areas. Grey/green foliage such as sorbus aria would work well with the brick colours.

CA02b and CA02c, are areas of well established and mature townscape with many well proportioned buildings displaying consistent, traditional finishes. Restrained use of colour is appropriate although increased chromaticness at key junctions and nodes will aid legibility.

Public Realm

There is a high quality public realm throughout this part of the town ranging from the wide street section of North Parade with a raised pavement and grass verges with street trees both sides of the road (although those to the west are somewhat eroded) to the narrower but quieter sections of roads to terraced housing (such as Green Hill Road and environs – CA02d). Those to Gladstone Terrace and Albion Place although narrow with on-street parking, are well-defined by front boundary walls.



Figure 8.2.15; There is a very high quality to the material use and detailing of buildings to some parts of the character area

COLOUR PALETTE CA 2a

COLOUR SOURCE

BRICK



COLOUR PALETTE CA 2bcd

COLOUR SOURCE

MASONRY/BRICK

PAINTED WOODWORK

ROOF TILES

LANDSCAPE



Welby Gardens is a very attractive and well laid out street with a central communal greenspace lined with trees and hedges providing a sylvan setting to the houses and green edge to the roadside.

Connectivity

The character area includes two of the principal routes from north into the town. In addition, the grid of streets and lanes provides very good connectivity across the character area. Connectivity to the east is somewhat constrained by the river but there are sensibly placed bridges providing access to Wyndham Park beyond (CA04b). To the west, the mainline railway is a significant constraint to connectivity, particularly for sub-area CA02d located to the west of the railway. Welby Gardens and Prospect Place are both cul-de-sac based developments and are neither connected to spaces to the north or each other diminishing the connectivity of these parts of the character area.

The considerable volume of traffic using the Broad Street, Browndons Street and Brook Street gyratory is a constraint to pedestrian connectivity of the character area to the town centre.

Figure 8.2.16

Open space

There is no public open space in this character area but there are a small number of very large private gardens (to houses to Welby Gardens and the west side of North Parade). There is a small grassed space to the central plan of Welby Gardens (the road divides to form a tree-lined lozenge shaped greenspace for local residents). Gardens have mature trees and landscaping to edges such as hedging and planting. There are a good number of what would be considered generous garden spaces throughout the character area and these are generally open and laid to grass.

There are two linked tree-lined grassed spaces to the rear of Gladstone Terrace.

Biodiversity

The key town wildlife corridors of the River Witham (to the east) and the mainline railway (to the west) form the edges to this character area and a series of linked private gardens, some with mature broad leafed trees and others with ornamental trees, form habitats of some considerable local importance and with the linkage to wider natural spaces have the ability to retain and sustain significant wildlife in a relatively safe and predator free environment. The linkage of gardens and the high survival of mature trees are significant biodiversity assets.

Condition

The character area is generally in a very good condition with much survival of the quality and finish of traditional buildings, some of which are statutory listed. To unlisted buildings there is some loss of

original windows, doors and roofs. Gardens and greenspaces are well-maintained and there is only very limited loss of front gardens to parking.

Ownership

Most of the housing stock is privately owned, however there is a degree of rented accommodation to this part of the town. There are several social housing providers within the sub-area providing mostly flatted accommodation. There is a sheltered housing complex to Welby Gardens owned by the Orders of St John Care Trust.

Negative qualities of the area

- Much loss of traditional windows, doors and roofs
- Cladding, painting and rendering of individual houses in red brick terraces
- Poor townscape definition to the petrol station site between Brook Street and Park Street
- Poorly maintained verges to the west side of North Parade
- Significant wirescape throughout the character area

Key Design Principles (general)

- Maintain the strong building lines to the streets of terraced and semi-detached housing
- Retain the spatial qualities of development to Welby Gardens including resisting the intensification of sites within Welby Gardens
- Carefully consider the scale of built form within



Figure 8.2.17; Trees play an important role of framing and sometimes obscuring houses from view in Welby Gardens (CA02c)

- any given street scene
- Maintain the consistent use of materials to terraces – principally red brick
- The landscape setting of this character area to the north and east is an important feature of this area and should be protected and enhanced in any new development

Intervention –including identification of potential sites for change

- Improve tree planting and design of verges to



Figure 8.2.19; ... large Georgian houses to the east side of North Parade contribute to the richness and complexity of the townscape to CA02

the west side of North Parade to include the narrowing of the carriageway if necessary

- Promote very high quality design in the replacement of buildings to the northern sections of Welby Gardens
- Possible creation of a new public space at the junction of Alford Street, Park Road and Slate Mill Place to link with Wyndham Park and the bridge crossing
- Possible sites adjacent to the railway between Hillfoot Lodge and the railway line subject to protection of important trees and issues of amenity being set so close to a mainline railway.

Limits to Growth

There is very limited scope for significant growth which wouldn't erode the essential character of the sub-areas of this character area. One of the key characteristics of the area are large mature gardens but there are only very limited areas where loss of these gardens would not compromise the essential setting, existing development or result in the unacceptable loss of extensive tree cover which is also part of the positive character of this part of the town.



Figure 8.2.20; Georgian domestic architecture in Grantham is perhaps best represented in this character area (doorcase, North Parade – CA02a)



Large Georgian houses typify this area. Use of colour should be restrained and disciplined in accordance with the architecture. Street trees are important and planting could be extended in areas. Grey /green foliage such as sorbus aria would work well with the brick colours.

Figure 8.2.21 Colour palette recommendations for CA02bcd



Well established and mature townscape with many well proportioned buildings displaying consistent, traditional finishes. Restrained use of colour is appropriate though increased chromaticness at key junctions and nodes will aid legibility. The landscape setting is a strong feature of this area and should always be protected and enhanced through new development.

Figure 8.2.22

CHARACTER AREA 03

CA03: Victorian & Edwardian Southern expansion of the town

Summary

This character area lies to the south of the town centre (CA01) and is in two sections comprising 6 sub-areas. The sub-areas are primarily identified to define the hierarchy of building form and their relative plot sizes found within the Victorian and Edwardian extensions to the town.

The development in terms of period is confined almost entirely to the late Victorian and Edwardian with red brick houses developed out in a grid plan of streets, speculatively but to take advantage of the industrial development of the factories and the brewing industry. The hierarchy of house types reflects the social class of occupant and ranges from very modest terraced housing to grander town houses and villas.

The river corridor and railway corridor both pass through this character area and act as constraints to connectivity but both have very high biodiversity value as wildlife corridors with the river also providing a very attractive and well-used pedestrian route north-south through the character area.

There is limited scope for significant change (other than reinstatement of traditional features such as doors and windows and roofs) within the grid network of streets of houses, but sites for potential change include the station approach, the former brewery site on Brewery Hill and the frontage to London Road.

Context (including topography and views)

This character area lies to the south and east of the town centre (CA01). It is bounded to the north by CA04a and CA15 to the north side of St Catherine's Road. To the east is the steeply rising hillside of Harrowby Hill (CA17) and to the south (excluding CA03f) are the later 20th century residential suburbs of CA08a and the retail sheds of CA16e. To the west is the former canal basin, now an area occupied by heavy industry. Sub-areas CA09a and CA09c (both 20th century expansion) truncate the character area forming the two sections.

The land is generally gently falling towards the valley floor and the River Witham, with the exception of sub-area CA03f which is set on steadily rising land which plateaus out at Gorse Lane to the south.

The modest scale of development, the gentle fall of the land and the grid pattern of streets means that often glimpsed views the towers of St John the Evangelist and the Church of St Wulfrum are gained and happened upon in the streetscene; between buildings, at the end of streets and from the higher points of CA03f.

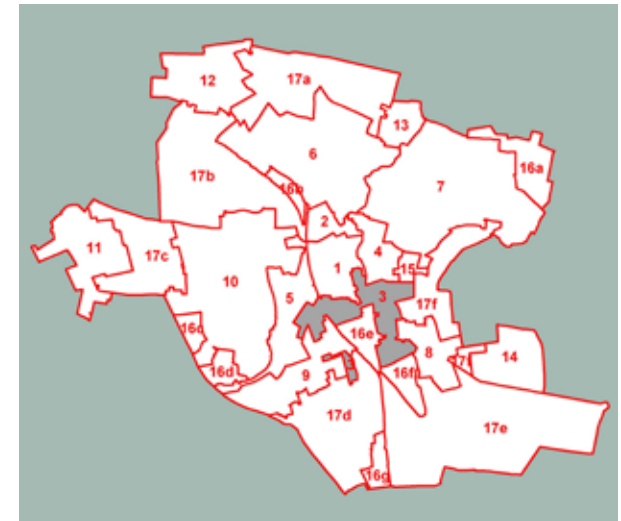


Figure 8.3.01 CA03



Figure 8.3.02; The modest scale of development, the gentle fall of the land and the grid pattern of streets means that often glimpsed views to the tower of St John the Evangelist and the spire of the Church of St Wulfrum are gained and happened upon in the streetscene; between buildings, at the end of streets and from the higher points of CA03f.



Figure 8.3.03; The terraced house is a predominant building type to CA03

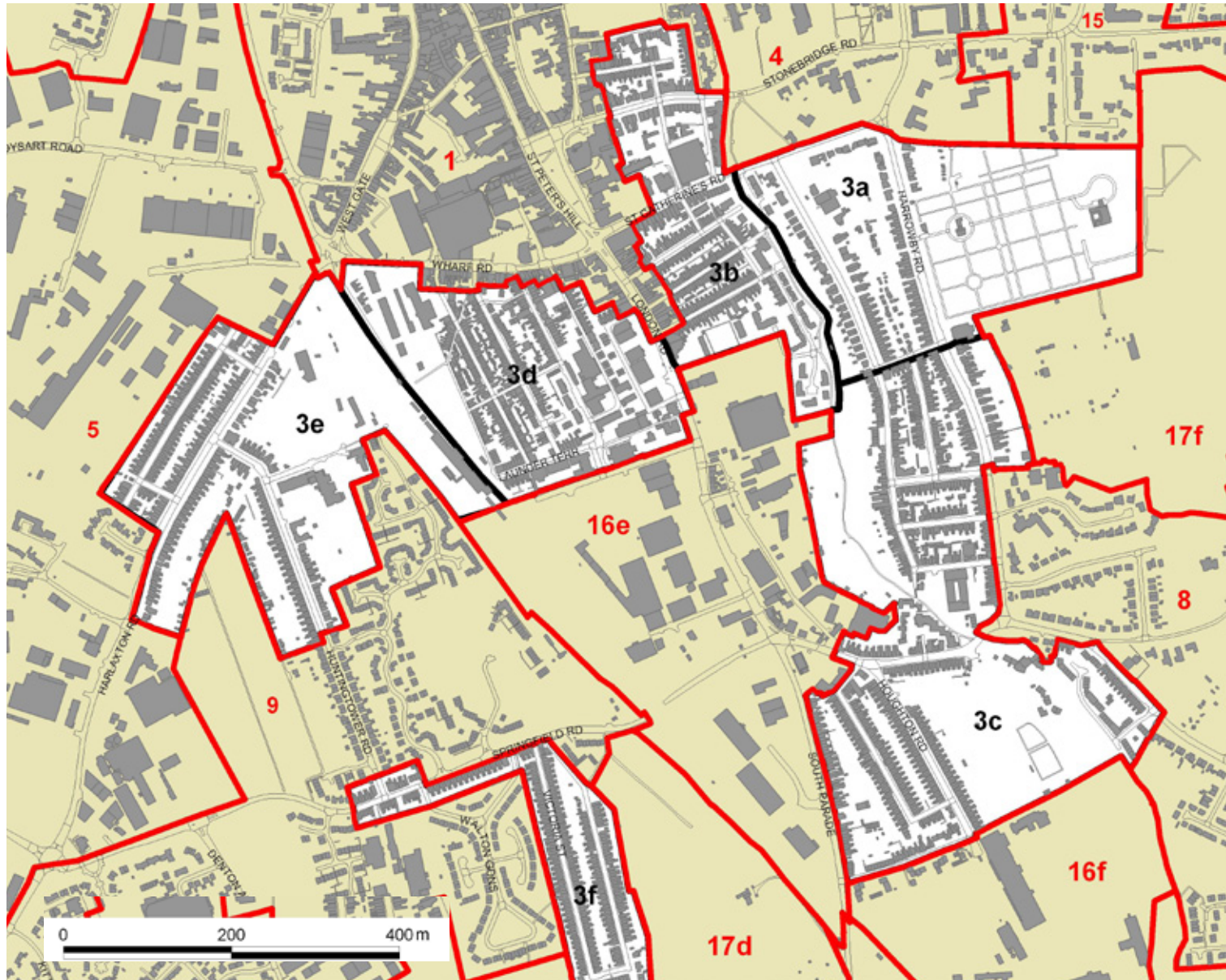


Figure 8.3.04; Figure Ground and sub-areas for Character Area 03

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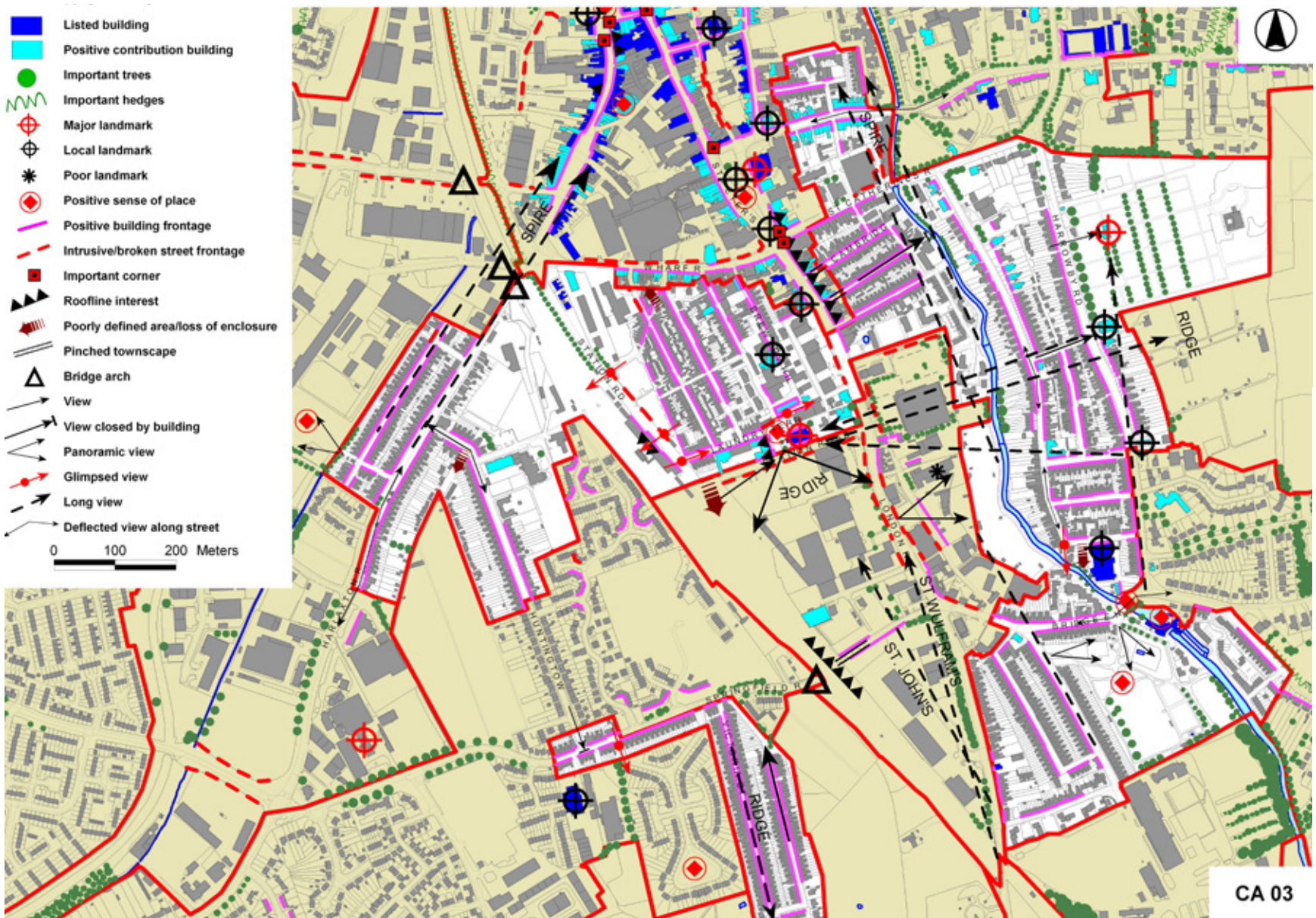


Figure 8.3.05;
 Townscape for
 Character
 Area 03

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Key characteristics

CA03a: Harrowby Road and cemetery environs

Form/origins:

Terraced and semi-detached houses, part of the historic Victorian and Edwardian southern expansion of the town

Heritage assets:

Late 19th century artisan terraced housing, part of the significant urban extension of the town in this period

Topography:

Land gently falls south towards Bridge End Road and west towards the River Witham

Plots:

Regular medium to large plots of terraced or semi-detached houses; houses have small front and larger rear gardens

Building lines:

A consistent building line throughout with houses set back in small gardens behind low boundary walls

Materials:

Mostly red brick (some gault brick but only occasional use), varied brick colour to dressings, some stone dressings and bays in stone, timber-framed vertical sliding sashes, natural slate (mostly replaced by modern concrete interlocking tile)

Scale:

Mostly two storey houses, some on a grand scale

Uses:

Residential throughout, some conversion of larger houses to flats, cemetery and chapel (disused?) and St Anne's Church (Harrowby Road)



Figure 8.3.06; Present view from the station into the town

Trees and greenspaces:

Well-treed cemetery, some large gardens with trees to front and back gardens (particularly to St Catherine's Road and Dudley Road). Trees and grass verges to Harrowby Road

Public realm:

Good quality with grass verges in places, trees to roadside, low key lighting and on and off-street parking

Access and connectivity:

Generally good access and connectivity with the roads set out as a grid, limited to the west with a single pedestrian crossing and road crossing of the River Witham

CA03b: Avenue Road and College Street environs

Form/origins:

Mostly terraced housing, mid and late nineteenth century southern expansion of the town centre

Heritage assets:

Generally larger late 19th century artisan terraced housing, part of the significant urban extension of the town in this period

Topography:

Land gently falls east to the River Witham

Plots:

Mostly regular plots of terraced housing, narrow with rear gardens, some larger floorplate buildings interspersed. Plots to south of St Catherine's Road back on to rear footpaths

Building lines:

Consistent, mostly to back of pavement or with very small front areas with low boundary walls

Materials:

Red brick, Flemish bond, some painted and some rendered, some variation to brick colour for dressings and some stone lintels, although most are painted plaster. Much replacement of natural slate with modern concrete interlocking tiles, red brick chimneys survive in large numbers

Scale:

Two and three storey houses, some grander town houses north of Avenue Road

Uses:

Predominantly residential (private dwelling houses, some conversion of larger houses and infill of purpose built flats) with some commercial uses mostly services



(Top) Figure 8.3.07; Decorative cast iron (station platform)

(Below) Figure 8.3.08; Good survival of traditional street signs throughout CA03

Trees and greenspaces:

Limited presence of trees other than to the river corridor, no street trees, bowling green important historic private amenity space

Public realm:

Often narrow carriageway and pavements, on-street parking, some survival of stone setts to gulleys

Access and connectivity:

Very good; a compact series of roads forming a legible and connected grid of streets, the river is a barrier to connectivity in places to the east

CA03c: Dudley Road (south) and Dysart Park environs

Form/origins:

Terrace housing and remnant industrial survivals, part of the Victorian and Edwardian southern expansion of the town

Heritage assets:

Late 19th century artisan terraced housing and park, part of the significant urban extension of the town in this period

Topography:

Gently falling to the river and towards Bridge End Road from the north and south

Plots:

Highly regular plots of terraced housing, narrow with rear gardens, some long to the river but usually backed with gardens in a tight grid of streets

Building lines:

Consistent throughout to streets but with a mix of back of pavement and small front areas with boundary walls (mostly south of Bridge End Road), for example Houghton Road, projecting ground floor bays to some streets

Materials:

Red brick, some English bond and Flemish bond, some render but only isolated examples, painted lintels and mostly modern concrete interlocking tiles with brick chimneys and clay pots

Scale:

Two storey almost throughout, some use of roofspaces with dormers (original) and rooflights (inserted)

Uses:

Almost entirely residential (single family private dwelling houses) maltings converted to apartments, Spittlegate Mill converted to residential



(Top) Figure 8.3.09; Red brick chimneys with clay pots – locally distinctive materials

(Below) Figure 8.3.10; Occasional groups of three storey townhouses are seen to CA03



Figure 8.3.11; Dormer windows to this street form an attractive rhythm and enliven the roofscape.

Trees and greenspaces:

Dysart Park is an important well-treed public greenspace. The river and mill environs are well-treed partially obscuring the mill from view, no street trees

Public realm:

Relatively narrow street sections, and pavements, on-street parking almost throughout, no grass verges, almost no survival of traditional street finishes

Access and connectivity:

Relatively good connectivity due to the grid of streets but the river is a barrier as it crosses through the sub-area with only limited (two) crossing points

CA03d: Station and St John’s environs

Form/origins:

Terraced housing and industrial survivals (including station environs, part of the Victorian (some mid-

Victorian) and Edwardian southern expansion of town

Heritage assets:

Late 19th and early 20th century artisan terraced housing, part of the significant urban extension of the town in this period. A valuable survival of malhouses and associated buildings and an important Victorian church

Topography:

The land gently falls north to Wharf Road and east to London Road

Plots:

Mostly regular plots of terraced housing, narrow with rear gardens and large survival of outbuildings to rear gardens. Some larger floorplate mostly traditional buildings interspersed.

Building lines:

Consistent throughout and mostly to back of pavement

Materials:

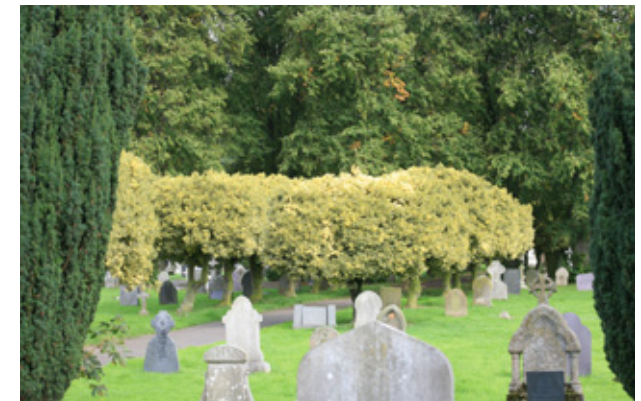
Mostly red brick, although gault and brown bricks are also seen. Ancaster stone for the Church of St John, some render and cladding seen to terraces. Roofs mostly modern concrete interlocking tiles (replacing natural slate), red brick chimneys

Scale:

Mostly two storey to residential buildings, some industrial buildings of a larger scale

Uses:

Mostly residential but with some commercial use interspersed, except for London Road which is lined with modern commercial (out-of-town style) premises and station approach which is timber yards and sales



(Top) Figure 8.3.12; Decorative bays (Harrowby Road)
(Below) Figure 8.3.13; Cemetery, Harrowby Road

Trees and greenspaces:

Very limited tree cover or greenspace other than around the church

Public realm:

Narrow, sometimes very narrow carriageways and pavement, on-street parking, no street trees or verges

Access and connectivity:

Very good, houses set on a grid network of streets, lanes and footpaths, however, the railway line is a constraint to the west

CA03e: Harlaxton Road and Huntingtower Road (north)

Form/origins:

Terraced houses, part of the mostly very late Victorian and Edwardian southern expansion of the town with some 1930s development

Heritage assets:

Late 19th and early 20th century artisan terraced housing, part of the significant urban extension of the town in this period

Topography:

Very little variation in gradient within sub-area

Plots:

Highly regular plots of terraced housing, narrow with rear gardens, some backed with gardens in a tight grid of streets and others with longer plots with garaging and outbuildings to back lanes

Building lines:

Consistent throughout within street with a mix of houses to the back of pavement (Alexandra Road) and small front areas with low (usually brick) boundary walls (Huntingtower Road)



Figure 8.3.14; Projecting bays

Materials:

Mostly red brick, usually in English bond, some have been rendered, painted stone lintels, some stone ground floor projecting bays (mostly painted), roofs are mostly concrete interlocking tiles replacing natural slate

Scale:

Two storey houses throughout, those to the south side of Harlaxton Road have dormers to the roofs (probably from inception), otherwise very little



Figure 8.3.15; Some red brick houses have been rendered and painted and some have lost original windows destroying the unity of the terrace



Figure 8.3.16; Natural slate roofs are a relatively rare survival within this character area

conversion of roofspaces (some modern rooflights are present to front roofspaces)

Uses:

Almost entirely residential throughout (single family dwelling houses), primary school (Huntingtower School)

Trees and greenspaces:

There are some mature trees (mostly ornamental) to rear gardens, not generally perceived in public views and open greenspaces associated with the school; grassland and sportsfields

Public realm:

Generally wider carriageways than most in CA03, on-street parking but wide pavements, some street trees to Harlaxton Road and pavement parking (demarcated)

Access and connectivity:

Reasonable, but greatly constrained by the railway line to the east and the Canal basin area to the west

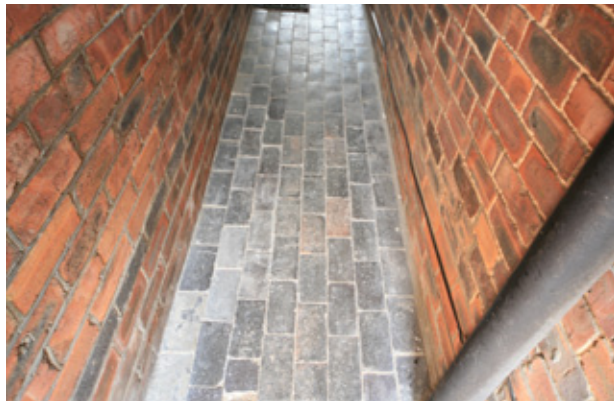


Figure 8.3.18; Rare survival of traditional clay paviours to a side alley

CA.03f: Victoria Street, Stamford Street and Springfield Road

Form/origins:

Modest terrace housing part of the mostly Edwardian southern expansion of town

Heritage assets:

Late 19th and early 20th century artisan terraced housing, part of the significant urban extension of the town in this period

Topography:

Steady fall in gradient towards Springfield Road, with terraces stepping down the roadside in groups

Plots:

Highly regular plots of terraced housing, narrow with rear gardens, sometimes backed with gardens in a tight grid

Building lines:

Consistent throughout with houses to back of pavement

Materials:

Red brick, mostly English bond, some render and modern claddings, painted or exposed stone lintels and almost entirely modern concrete interlocking tiles with brick chimneys and clay pots

Scale:

Mostly two storey, some use of roofspaces with dormers (probably original)

Uses:

Almost entirely residential (single family private dwelling houses), public house and food take-away to Springfield Road

Trees and greenspaces:

No public greenspace and no trees other than ornamental trees to some rear gardens



Figure 8.3.17; Most of the terraced housing have date plaques providing an important reminder of their provenance despite some occasional radical changes to their appearance



Figure 8.3.19; Decorative clay pots to chimneys

Public realm:

relatively wide street sections, but narrow pavements, on-street parking almost throughout, no grass verges, almost no survival of traditional street finishes

Access and connectivity:

Relatively poor connectivity with vehicular access only from Springfield Road, footpath connection to Walton Gardens (CA09b), land-locked to the east but relatively easy access to greenspace to the south

Overview of character area CA03**Grain/density/plot coverage**

There is a fine grain and high density to development almost throughout this character area with mostly terraced housing set in narrow plots, with some larger semi-detached houses to CA03a set in narrow plots. Houses sit to the front of the plots with very small front gardens or no more than front areas bounded by low brick boundary walls. Much of the modest terraced housing is set to the back of pavement. Access to the rear is often via a shared alleyway between houses usually but not always closed by a door. Building lines are consistent to streets but with a hierarchy of built form which may see some houses extended forward with canted bays. These are rarely seen to rise above ground floor level although the larger villas to CA03b have in some cases double height bays and there are some notable houses to Bridge End Road which also have shallow but attractive two storey bays.



Figure 8.3.20; Harrowby Road (CA03a)



Figure 8.3.21; Cemetery Chapel, Harrowby Road, the gateway frames views into the cemetery from the road

Scale



Figure 8.3.22; Harrowby Road Cemetery; an important and well conceived public space



Road (CA03a). There is some variation with use of roofspaces for accommodation lit by dormers (usually a single dormer with a gabled roof) to the front roofslope, retrofitted roofspace tends to use modern rooflights.

The former and present industrial buildings and the commercial buildings to London Road (CA03b) vary in scale but are generally larger in massing but rarely higher than an equivalent of two and a half storeys in residential terms. The exception to this would be the former brewery buildings to sub-area CA03d which rise to four/five storey equivalent residential storey heights.



Figure 8.3.23 and Figure 8.3.24; The station (top) and school, Station Road (bottom). CA03 saw significant expansion in the mid and late 19th century with large Victorian infrastructure which still survives today

Houses are rarely more than two storey other than those to Avenue Road (CA03b) which are mostly converted to flats and the northern end of Dudley

Uses

Most of the character area is residential and mostly single family private dwelling houses. There has been some conversion of larger houses to flats in CA03b and former industrial buildings have been converted to residential apartments.

There are some retail uses which occupy the purpose built out-of-town type units set back off London Road (CA03b), some redundant industrial buildings, converted police station to offices and the school is used for small business units and retail outlets. The timber yards occupy open sheds and older buildings adjacent to the railway line.

To the residential areas there are occasional corner shops, some commercial services running out of former shops, take-aways and corner public houses. There is also a primary school with associated playing and sports fields.

Building types

The most common building type is the terraced house. It is seen throughout this character area. There are, however, important hierarchical subtleties between each group which can include what type of bootscaper is fitted – a decorative example or a plain one. There are also some excellent examples of the side-entrance house which seem to be a strong regional variation and are found throughout CA03 but with particularly fine examples surviving to the northern end of Dudley Road. Here the emphasis on the door surround, and decoration to this and the windows, is a strong design feature of this building type.

Elsewhere the hierarchy is expressed through the use of bays to the ground floor and the decoration and materials used - stone or timber, and decoration to the door and window lintels or its absence, and the presence of decorative tiles or brickwork for either string courses or eaves decoration.

The industrial buildings within this character area are either former malt houses, brewery buildings or mills. The former are long low buildings of brick with simple openings with the statutory listed example to Bridge Street retaining (or this may be reinstating) its conical roofed square kilns to the Bridge Street elevation.

Spittlegate Mill, the mill and mill house complex to the River Witham form a large industrial scale structure and are characterised, similar to other industrial buildings in the town and region, by simple openings often with cambered arches, low pitch roofs and a strong form following function.

Architectural qualities

Overall, the area is predominantly that of two-storey terrace housing dating from the second half of the 19th century to the First World War. However, this pattern is more complex and layered than might be initially assumed.

There is a marked hierarchy in the terracing. Sub-area CA03d contains the earliest terraces from the 1850s onwards. These are also the most compact in footprint and plot. Being artisan houses, probably built soon after the railway was constructed, they are the simplest in architectural design. They have narrow flush fronts without bay windows, situated on the back edge of the pavement. Nevertheless, window proportions follow the usual Victorian sash layout. Few original front doors remain, but the simple four panel type would be likely. Lintels are simple, rectangular blocks and the flush eaves to the relatively low pitched roofs consist of a basic brick detail.

Sub-area CA03b is characterised by terraces dating from the 1870s and 1880s (in the College Street area). The simplest artisan types are similar to those described in CA03d, but there is a discernable 'gentrification' of the type on the rising ground. Here there are some canted bay windows, usually stone, with pitched roofs. In some cases some elevational embellishment is apparent, where courses and quoins are picked out in buff and/or blue bricks. These slightly more affluent houses are also set back about two metres from the pavement. Avenue Road is characterised architecturally by possessing the grandest of the Victorian terrace type, of three storeys and three storeys plus attic floors. These were obviously designed for wealthy families and are more ostentatious in their use of Gothic

Revival motifs, such as the pointed arch, decorative bargeboards on gables, steep pitched roofs, columned porches and polychromatic brickwork.

Sub-areas CA03e, 03f and 03c were developed in the 1880s and 1890s and the hierarchy of terrace types is quite apparent, with the houses of the comparatively more well-to-do on the major roads, for example. Harlaxton Road, Dudley Road and Harrowby Road. Here there are front gardens, canted bay windows and modest embellishment. Some of the houses have attic floors with single dormer windows. The streets behind or at right angles to these main streets are lined with the simpler artisan terrace type described earlier, set at the back edge of the footpath.

Sub-area CA03a (and to some extent the northern end of area CA03c), especially Harrowby Road, was mainly developed with terraces in the first decade of the 20th century. Whilst many of the terraces still possess features of Victorian domestic housing, there are architectural elements which are more Edwardian in aesthetic. The unequal sash window with the shallower upper sash with more glazing bars and the deeper lower sash with a single glazing bar are characteristic of Edwardian housing. The freer use of architectural motifs such as lintels, entrance details and the design of bay windows are tentative reflections of the freestyle of the period. The terrace finds its latest expression in the contrasting Arts and Crafts style, as seen in the short terrace on the east side of Harrowby Road in sub-area CA03c. Vernacular Revival design elements such as gables, the use of 'half timbering' with render on the first floor, and mullioned and transomed casement windows indicates this complete move away from the somewhat rigid terrace design of the Victorian period.

The semi-detached house appears only sporadically in character area 03. The earliest semi-detached houses in the area, originally from the 1840s-50s, are situated at the junction of Wharf Road and Station Approach. These listed buildings are well maintained and display many characteristics of the late classical Italianate style, including low pitched hipped roofs with projecting eaves, supported by interesting brick bracket details. Their timber sash windows and shallow panelled doors are all authentic. The most numerous cluster of semi-detached houses are to be found in area CA03a.

The simplest versions (some in area CA03f) have similar architectural characteristics to the terraces of the same period. However, the more prosperous houses of the 1870s-80s reflect more expressive Gothic Revival details in a few cases, such as polychromatic brick banding, Ruskinian Gothic arches, bracketed window heads and steep pitched dormers with decorative bargeboards.

Some mid-20th century semi-detached houses were built at the northern end of CA03a in the ubiquitous styles of the period.

The Gable End Entrance Elevation is a particularly marked local architectural characteristic and can be seen throughout character area 03, in artisan and middle class terraces and in semi-detached houses of the Victorian period. At the end of a terrace, instead of the more familiar blank gable wall, the end terrace unit is somewhat narrower than its mid-terrace neighbour, but has a central front door and is fully fenestrated on the gable elevation. The elevation will often have a full size attic window at the ridge (see diagram fig 8.3.25). Examples of this type can be seen at the corner of Barnwell Terrace (CA03e), Elm Street (CA03b), Granville Street and

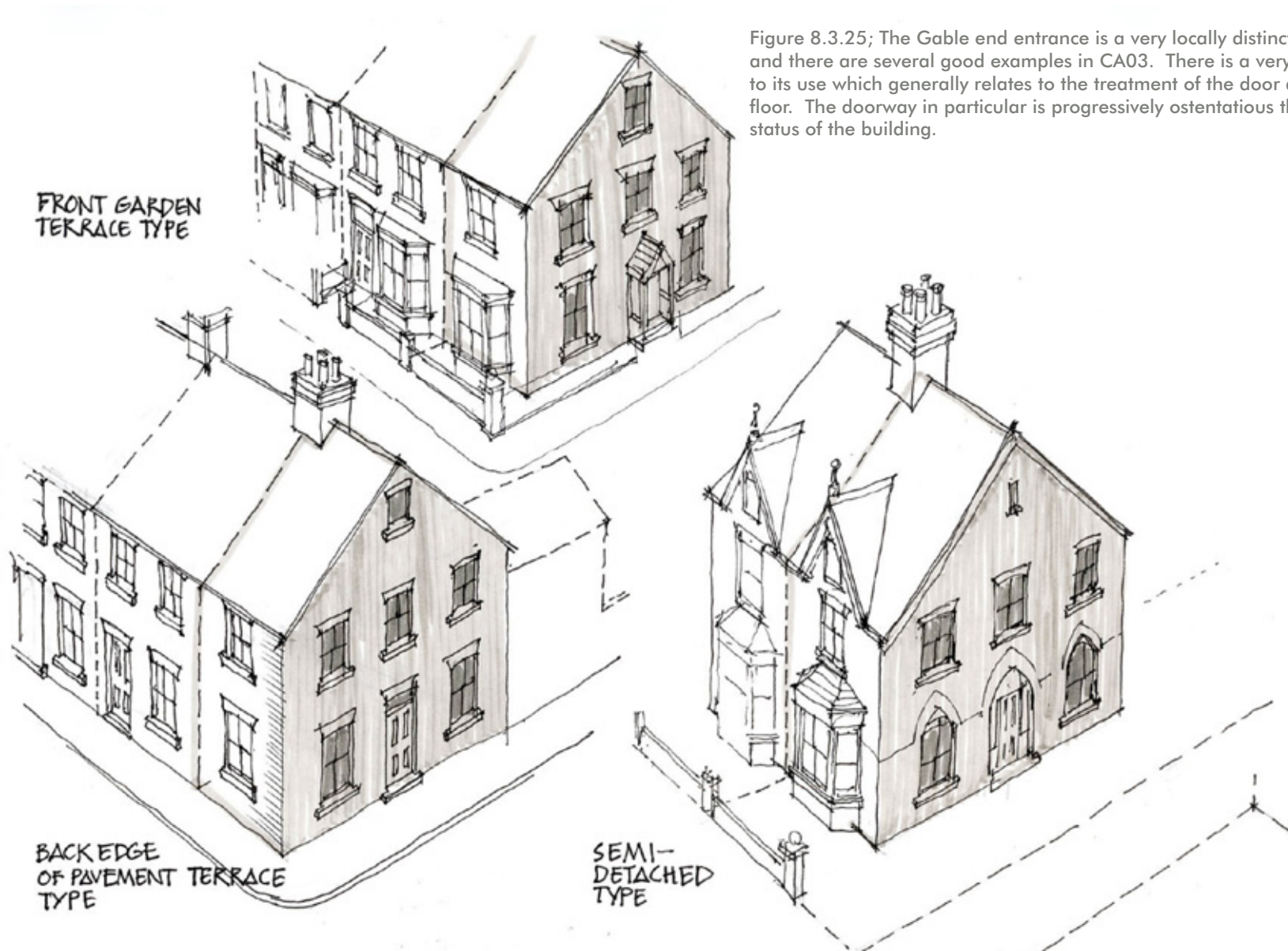


Figure 8.3.25; The Gable end entrance is a very locally distinctive house type and there are several good examples in CA03. There is a very clear hierarchy to its use which generally relates to the treatment of the door and the ground floor. The doorway in particular is progressively ostentatious the higher the status of the building.

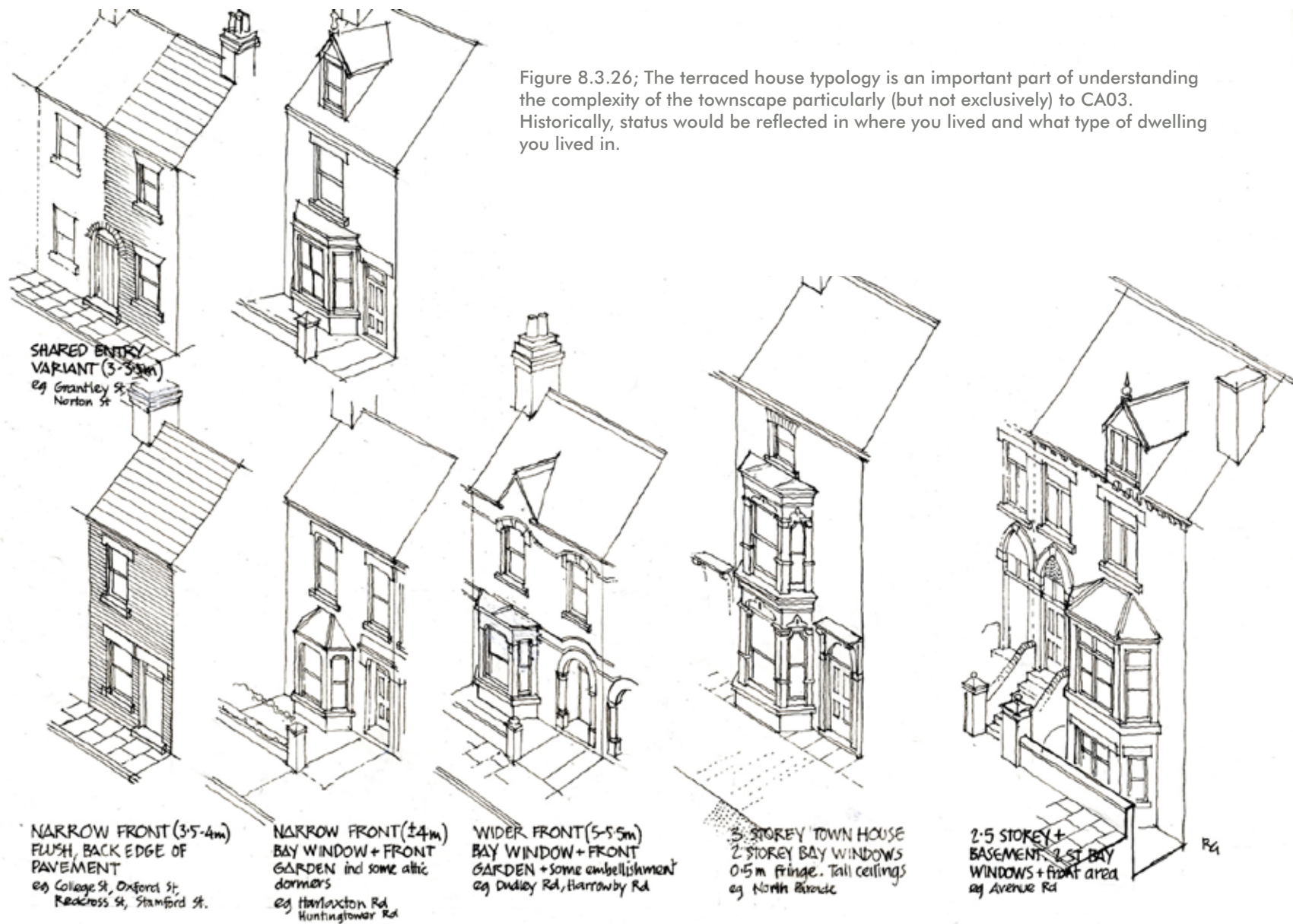


Figure 8.3.26; The terraced house typology is an important part of understanding the complexity of the townscape particularly (but not exclusively) to CA03. Historically, status would be reflected in where you lived and what type of dwelling you lived in.

Colour palette

CA03 abc

COLOUR SOURCE

BRICKS



STONE

RENDER

ROOF TILES

CA03 def

COLOUR SOURCE

BRICKS



BRICKS

RENDER

SLATES

Figure 8.3.27



Figure 8.3.28; A rich colour palette is borne out of the well considered and attractive use of traditional materials (Harrowby Road - CA03a)

Dudley Road (CA03a and CA03c), amongst other locations. The gable end entrance elevation fronts onto the back edge of the pavement or onto a short garden. In semi-detached variants, it fronts onto the side of a plot, up to about 3 metres wide.

Non Domestic Architecture

Churches

The three main churches of character area 3 are notable examples of their architectural periods and styles.

St John's Church (sub-area CA03d) is the earliest, dating from the mid-19th century. It is typical of the simplified Gothic Revival style, built to serve the new working class areas in which they were embedded. The church has a wide plan, to accommodate large congregations, and is well sited at one of the highest



Figure 8.3.29; Former coach and carriage showroom (Station Approach), a building of considerable local importance



Figure 8.3.30; Harrowby Road; well landscaped gardens and grass verges add to the quality of the public realm in places

points of Grantham town centre. Its tower can be seen from many vantage points within the town. The tower has a simple battlemented profile, with tall plain circular pinnacles, emphasising its landmark location.

The Cemetery Chapel (sub-area CA03a) is a slightly later High Gothic Revival composition, with an elegant spire to one side of the porte cochère. To one side of this typically asymmetrical composition is a gable ended chapel, to the other side a chapel is expressed with its flank elevation on the main façade. The dark yew trees of the cemetery form an excellent backdrop to this light limestone building.

Just to the south of the cemetery is St Anne's church (sub-area CA03a), dating from the turn of the 19th/20th centuries. This modest red brick building with sandstone mullions and dressings, nevertheless hints of the freestyle and art nouveau influences of the time. Perhaps the off centre belfry is most notable. St Anne's Church Hall (sub-area CA03c), is an attractive Arts and Crafts building. Its hipped roof with half dormer and the excellently lettered stone panel over the entrance are valuable features.

The former school, facing St John's Church (CA03d), is a lively Gothic Revival single storey urban school, typical of the Victorian period, with mullioned Gothic arched windows, gables and steep pitched roofs.

There are two robust and well articulated Victorian maltings within the area. Sub-area CA03c, and visible from CA03f. The design of the chamfered hoist tower cantilevered by substantial corbelling on each building, suggests that they were designed by the same architect. The maltings have contrasting bands of red and buff brickwork and the typical cowl vents, give these converted buildings a positive appearance, contributing to Grantham's local

distinctiveness. There are one or two more prosaic maltings in the area, which have less architectural character, having undergone more change.

The Station has a rather severe and functional, faintly Italianate appearance, which is considerably lightened by the attractive and well maintained glazed canopy on cast iron columns at the entrance.

The former coach works (CA03d) on the south side of Wharf Road, continues the well proportioned functional tradition of the station in its simple freestanding form, topped by a low pitched hipped roof. Whilst subsequent alterations have detracted from its character, the semi-circular windows remain.

There are relatively few buildings in the area dating from the past 30 years, and unfortunately those that have been built, especially the retail 'sheds' on the west side of London Road, detract from the scale and character of sub-area 3, in terms of plot layout, scale, grain height and materials.

Heritage Assets (including designations)

There are four statutory listed buildings within the character area: Spittlegate Lodge, South Parade, an early 19th century detached house; St John the Evangelist, Station Road, built 1840-1 by A Salvin; the 19th century maltings to Bridge Street, sensitively converted to residential apartments; and the Spittlegate Mill and Mill complex.

The Grantham Conservation Area shares its eastern and southern boundaries with CA03b and CA03d. In this respect, changes which are undertaken to buildings or sites on the western and northern edges of CA03b and CA03d respectively may be considered to have an impact on the setting of the



Figure 8.3.31 and Figure 8.3.32; Views to St John's Tower, Station Road

Grantham Conservation Area.

Unlisted heritage assets would include the cemetery chapel, cemetery wall and the cemetery itself, selective houses to the northern end of Dudley

Road, townhouses to Avenue Road, and St Anne's Church, a finely detailed early 20th century Arts and Crafts inspired design on Harrowby Road. There are also a small number of individually designed houses which retain much of their original fabric, scale and integrity. There are three present and former late 19th century school buildings of historic and architectural significance. In terms of industrial buildings, there are a number of remnant survivals of former malt houses. These are important buildings of which there are very few examples surviving. All unlisted examples are found in sub-area CA03d. There are a small number of corner public houses dating from the late 19th century which are socially as well as architecturally important as survivals of the historic infrastructure of these industrial workers' housing areas.

Materials and colour palette

The preponderance of the orangey red / hard red brick contributes towards the homogeneity of sub-area 3. This overall pattern is contrasted somewhat by buff, and to a lesser extent, blue brick banding. Sandstone is also used for cills, lintels, quoins, and in bay windows. A handful of buildings are faced in a grey gault-like brick, notably on Avenue Road and opposite the cemetery. Render appears on the Arts and Crafts terraces and semi-detached houses on Harrowby Road. The only buildings constructed entirely in limestone are St John's Church and the Cemetery Chapel. Roofs are predominantly of Welsh slate, although some buildings have local clay pantiles.

Public Realm

There is some variation in the quality of the public realm with much of the character area comprising relatively narrow carriageways with on-street parking, no street trees or grass verges. There are some exceptions, for example the street trees and grass verges to Harrowby Road particularly adjacent to the cemetery heighten the quality of this part of the road. This is also the case in Harlaxton Road (CA03e). There is very limited survival of traditional surface treatments. This is limited to some survival of granite kerbing and some stone sett gulleys (seen particularly in CA03b).

Connectivity

The character area is generally well-connected due to its layout pattern of a series of streets forming a network of streets, roads and lanes.

The River Witham runs through the character area and in itself is a well-used and pleasant pedestrian route linking this area and others to the town and beyond. However, with its limited crossing points it is a hinderance to east-west connectivity.

The railway line passes through the character area and is a significant barrier to east-west connectivity with only limited crossing points shared by vehicular and pedestrian traffic.

Open space

There are two significant open spaces within this character area, the first is the set-piece of the late 19th century Harrowby Road cemetery with its chapel set centrally to the space and with the backdrop of hills to the west forming a dramatic setting to this Victorian quarter. The second is Dysart Park dating from a similar period, a well-used public amenity space adjacent to the river and providing

play activities for children.

There are playing fields and open greenspaces to the north and south of Huntingtower Primary School. This includes sports fields as well as less formal grassed areas.

Biodiversity

There are relatively few trees to this character area, principally due to the high density of development throughout. Exceptions to this include the north end of Dudley Road (CA03a) where trees to the front gardens of these larger houses give a very green edge to the road at this point. Mature trees to the cemetery fronting Harrowby Road give a structure to this space and create a green backdrop to the Cemetery Chapel. These are linked and complemented by the street trees to Harrowby Road at its north end.

Both the river corridor and railway line form valuable wildlife corridors and are directly linked to mature private gardens which in turn are linked to each other and sometimes back to back. Gardens backing onto the river have a particularly high biodiversity value and are generally well treed to the river edge giving an attractive and highly valuable riverside wildlife habitat.

Condition

The character area is generally in a good condition but on a micro level has suffered significantly with the loss of original windows, doors and roof materials. Chimneys and front boundary walls, which form such an important part of the character of most of the streets, still survive in large numbers.



Figure 8.3.33; Sites for change in and adjacent to CA03

On a macro level, a number of important sites and some important buildings are in poor condition and require comprehensive masterplanning of future sites in and adjacent to the character area in order to maximise their potential.

Ownership

The pattern of ownership throughout appears to be mostly private freehold owners (whether as individuals or larger institutions) although it is suspected that a good proportion of the property is rented accommodation.

Negative qualities of the area

- Wholesale replacement of traditional timber windows, doors and roofs
- Derelict buildings of heritage significance
- Redundant sites that would benefit from redevelopment
- Poor setting to St John's church
- Insufficient on-street parking for residents with pressure from rail users
- Very poor commercial frontage to London Road
- Poor visitor experience for those arriving by train
- Dead frontages to the junction of Welham Street and St Catherine's Road

Key Design Principles (general)

- New buildings shall maintain and reinstate the strong building line with wherever possible active frontages
- Maintain the predominant two storey scale (with the exception of Avenue Road which can accommodate buildings of a greater scale)
- Introduce street trees
- Retain identified heritage assets as they form a key part of the identity of this part of the town
- Retain local shops and public houses and other small scale mixed uses which significantly contribute to the character of this part of the town
- Re-use traditional outbuildings rather than demolish
- Retain and sympathetically upgrade traditional terraced housing

- Converted buildings should consider the use of colour to emphasise their regeneration and celebrate key buildings within the townscape
- The station approach requires a robust yet simple public realm
- Tree planting throughout the area would be of great benefit

Intervention –including identification of potential sites for change

General recommendations

- Consider the potential for the designation of a new conservation area focused on sections of Harrowby Road, Dudley Road and the cemetery
- Possible new pedestrian bridges across the River Witham
- Structural planting to the frontage of London Road (CA03d) to try and relieve some of the loss of townscape structure in this part of the character area – semi-mature trees, possible art work?
- Consider development briefs for sites identified in Fig 8.3.33
- Promotion of a St John's square adjacent to the church and school (see Fig 8.3.33)
- More sympathetic re-use of the former school buildings to Station Road – removing boarding to windows

Specific sites

Station Approach

The station approach site has been the subject of

a development brief prepared by GVA Grimleys for South Kesteven District Council which has been adopted by the Council as a Supplementary Planning Document. We would suggest the following be considered as part of the considerable work already undertaken and in the light of the townscape study.

1. That the carriage works/showroom building identified within the site as a building making a positive contribution in terms of its historic and architectural importance be retained (and re-used/converted) in any future development
2. That careful consideration is given to the point at which the new boulevard from the station meets Wharf Road; how this is to be treated as a space and in terms of the material treatment to both the pedestrian spaces and Wharf Road. This is linked to sites identified in CA01 and ideally these should be considered together with the aim of better integrating the station approach aspirations with the rest of the town
3. That the existing pedestrian route (Railway Terrace) is maintained and reinforced as an alternative means to accessing the town
4. That the setting and integrity of the series of Grade II listed houses is maintained and reinforced by future development
5. That the opportunity to reinstate the west side of Queen Street be considered

Figure 8.3.34 Colour palette recommendations CA03 abc



A dense area of terraced housing from brick with stone detailing and some use of render. The intensity of texture in this area will allow the use of some stronger render colours from the harmonising and accent range. Up to 20% increase in chromaticness within these ranges will provide added emphasis for buildings in key locations.

Colour palette recommendations

CA03a, 03b and 03c are dense areas of terraced housing of brick with stone detailing and some use of render. The intensity of texture in this area will allow the use of some stronger render colours from the harmonising and accent range. Up to

20% increase in chromaticness within these ranges will provide added emphasis for buildings in key locations.

CA03d, 03e and 03f are generally areas of high density housing with some larger buildings, such as together with some cleared industrial sites. New

life for redundant buildings could be celebrated with areas of increased chromaticness. The station approach lacks formality and requires a robust yet simple public realm.

he station and old school building to Station Road

Figure 8.3.35 Colour palette recommendations CA03 def



Generally high density housing with some larger buidings such as the station and old school, together with some cleared industrial sites.. New life for redundant buildings could be celebrated with areas of increased chromaticness. The station approach lacks formality and requires a robust yet simple public realm. Tree planting throughout the area would be of benefit.

CHARACTER AREA 04

CA04: Riverside and Stonebridge

Summary

This character area includes the most significant planned and unplanned open space within the town centre and this is closely related to the riverside. It comprises two distinct areas which complement each other and are linked by the river corridor. To the south (CA04a) former large houses; Riverside House, Elsham House, Stonebridge House and Hillside and their grounds in addition to the Militia Barracks are now occupied by institutional uses (schools and further education establishments) which have changed the character of these former grand houses. To the north (CA04b) the unusual survival of fields and paddocks so close to the town centre provides a green and open setting to the town to the east. Wyndham Park sits on the River Witham to the far north of the character area and is a valuable and well used public amenity space.

Context (including topography and views)

This character area lies to the east of the town centre (CA01) and is bounded along its western edge by the River Witham. To the north-west is CA02 the early expansion of Grantham to the town centre. To the north is CA06 and to the north-east is CA07 both a mix of inter-war and post-war housing. To the east is CA15 an extension of Stonebridge Road which becomes Beacon Lane. To the south is the Victorian and Edwardian suburbs of CA03.

The landform is steadily rising to the east. This is marked to Stonebridge Road and Hill Avenue but plateaus around Sandon Road. Wyndham Park (CA04b) and the riverside walk sit on the flat valley

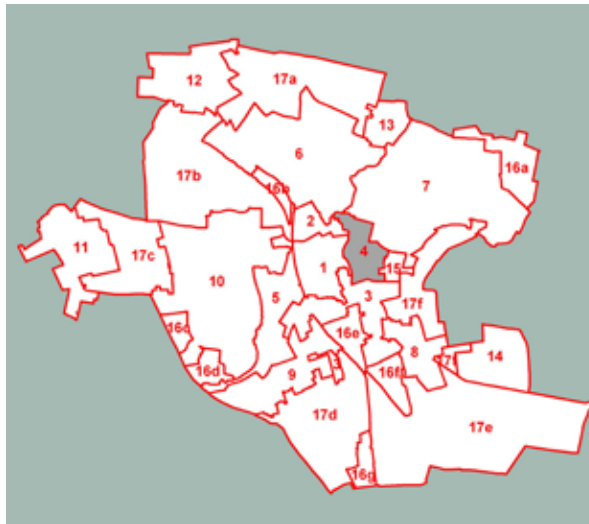


Figure 8.4.01 CA04

bottom immediately adjacent to the river.

The open character of the eastern side of the river and the close proximity of the town centre and most notably the church precinct which includes the church spire of St Wulfram's gives rise to a series of glimpsed and well-defined views to the west and open views which take in attractive often tree and hedge-lined grassed spaces mainly from the river but also from other publically accessible vantage points. There are very attractive views which incorporate the river, the parkland (both formal and informal) and the prominent spire of St Wulfram's. The wider setting of the latter includes much of this character area.



Figure 8.4.02; View of St Wulfram's iconic spire from the River Witham



Figure 8.4.03; Wyndham Park on the River Witham

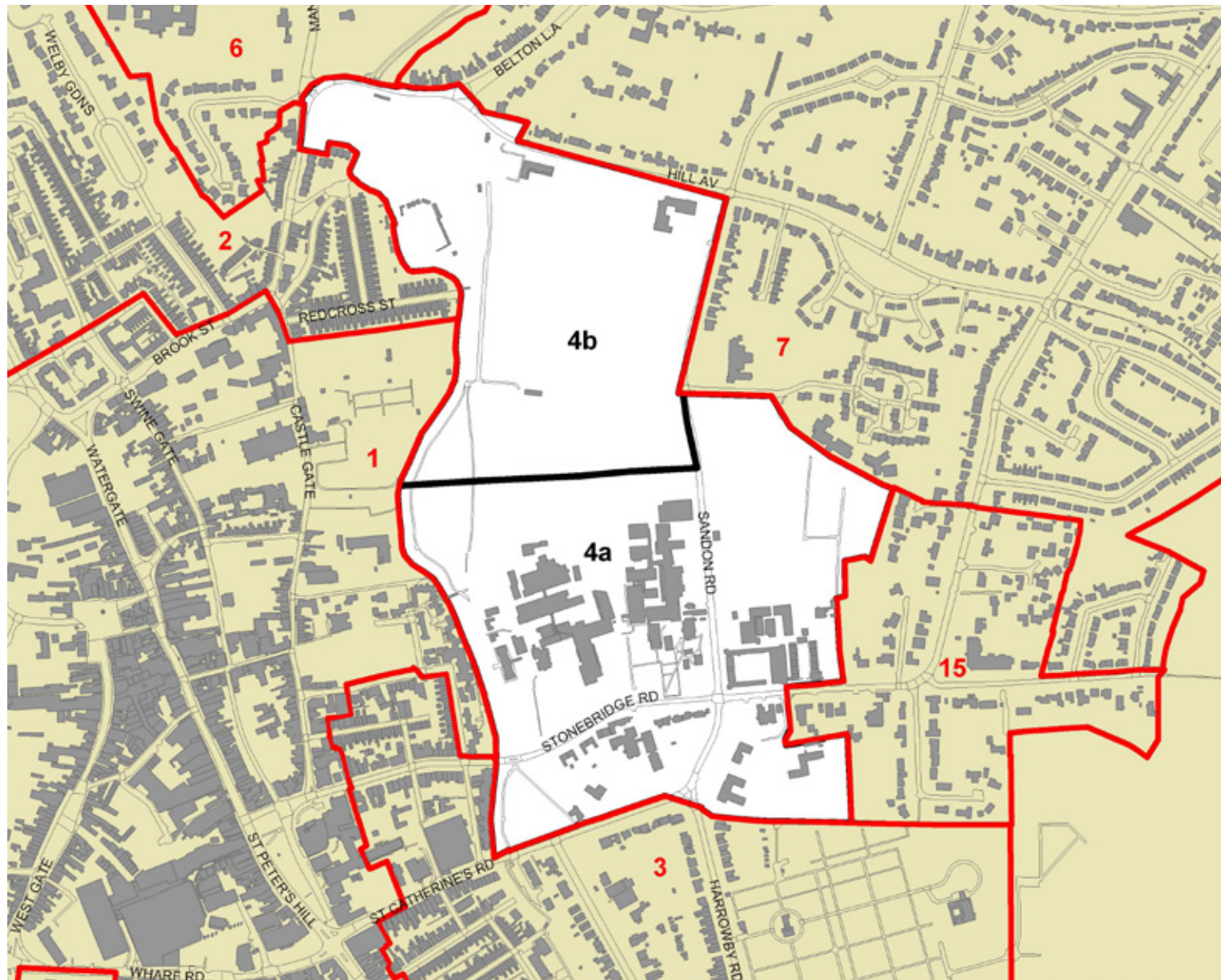
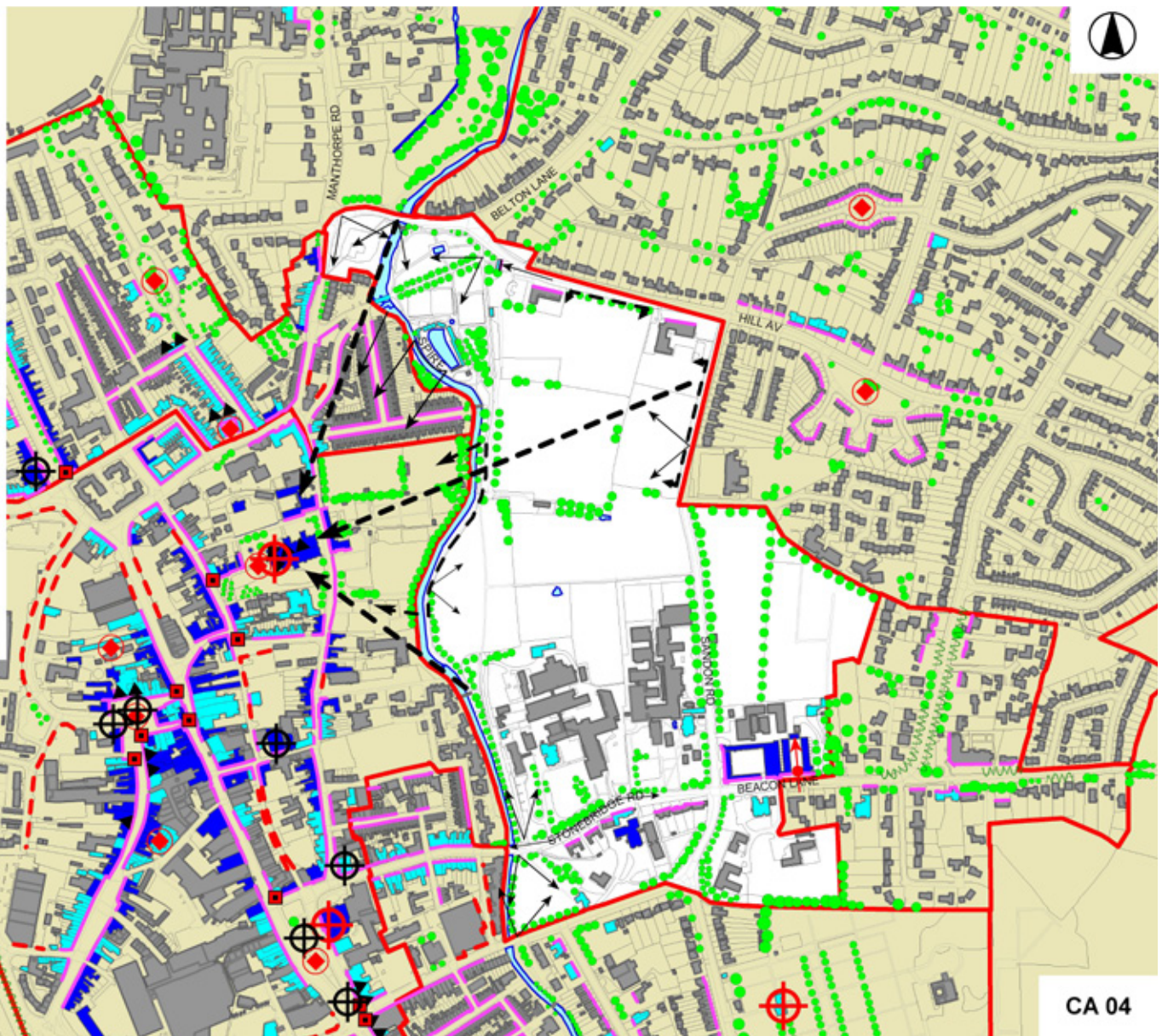


Figure 8.4.04; Figure Ground and sub-areas for Character Area 04

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊕ Local landmark
 - ✱ Poor landmark
 - ⬢ Positive sense of place
 - Positive building frontage
 - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▬ Poorly defined area/loss of enclosure
 - ▬ Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 100 200 Meters



CA 04

Figure 8.4.05;
Townscape for
Character
Area 04

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Key characteristics

CA04a: Sandon Road environs

Form/origins:

Mid-19th century large houses in generous grounds developed in the 20th century with institutional uses

Heritage assets:

Mid-19th century military buildings (Grade II listed) and remnants of large late 19th century houses in landscaped gardens (lodges, walls, some outbuildings still survive but in most cases are heavily compromised or truncated from their original groupings)

Topography:

The landform steadily rises on travelling east from the town centre along Stonebridge Road

Plots:

Very large plots have been either subdivided or progressively developed upon to create a medium to coarse grain in places

Building lines:

Generally irregular building lines but some consistency to later development to the south side of Stonebridge Road

Materials:

Coursed rubblestone with ashlar stone dressings, some red brick but also multi-stock bricks, mix of natural slate and clay tile

Scale:

Predominantly two storey, occasionally on a grand scale (for example the barracks frontage)

Uses:

Mostly educational institutions; schools and colleges, some residential but limited, single family dwelling

houses where found.

Trees and greenspaces:

Good mature broadleaf tree cover to roadside boundaries

Public realm:

Wide roads with broad pavements and grass verges and mature boundaries of trees and hedges, no on-street parking

Access and connectivity:

Good access and connectivity with road and footpath options linking across the character area, the river is a constraint to connectivity to the town centre

CA04b: Riverside environs (including Wyndham Park)

Form/origins:

Predominantly formal and informal open space strongly related to the riverside

Heritage assets:

Late 19th century (and earlier) parkland and a park with some Victorian and Edwardian buildings surviving

Topography:

Landform steadily rises to the east, flat walking adjacent to the riverside

Plots:

The few building plots in this sub-area are irregular and developed to a coarse grain

Building lines:

Consistent to Hill Avenue where buildings are present, otherwise informal and/or related to planned spaces such as the park



Figure 8.4.06 and Figure 8.4.07; Buildings and structures within and adjacent to Wyndham Park (CA04b) contribute to the quality of this public space



Figure 8.4.08; Former Grade II listed military barracks now converted to business units



Figure 8.4.09; Roads are wide and strongly defined by trees and mature landscaping to gardens (Stonebridge Road)



Figure 8.4.10; Wyndham Park; an important open green amenity space

Materials:

White painted render and pebbledash, some red brick (mostly modern stock brick) and pantile roofs

Scale:

Single storey buildings and small ancillary buildings to the park

Uses:

Paddocks, open hedge-lined fields, formal parks and a community school

Trees and greenspaces:

Good tree cover to boundaries and to the riverside in large groups, open space throughout the sub-area both formal and informal spaces

Public realm:

High quality public realm, with well-maintained public footpaths, bridges across the river and public park grounds

Access and connectivity:

Very good access and connectivity for the pedestrian throughout, vehicular traffic is restricted, the river is a constraint to connectivity to the town centre in places



Figure 8.4.11 and Figure 8.4.12; Former military buildings sit aside Stonebridge Road adjacent to other institutional building groups

Overview of character area CA04

Grain/density/plot coverage

The very low density and plot coverage of the historic development of the southern part of this character area has been much diluted by late 20th century development which is generally much larger footprint buildings covering a large percentage of the plots and heavily compromising the immediate setting of older houses. This has produced a coarse grain of development. The orientation of the original houses on the plots has dictated the pattern and orientation of later buildings and development. New buildings built within the grounds of earlier houses are generally set to regular small to medium sized plots. This is particularly the case to Stonebridge Road.

Scale

There is much variation across the character area in terms of the scale of built form. Generally the modern buildings to the school and college to the southern section of the character area (CA04a) are much larger and taller than the historic buildings on the site or adjacent to the site (such as the Barracks). These can be up to four storeys and as a result prominent in views from the riverside towards the school and college. To the north buildings are relatively modest with most being single storey and thus not impacting on the predominantly open and expansive character of the fields, paddocks and formal park which make up this part of the character area.

The scale of modern buildings compared with the original houses which still stand within these complexes is unsympathetic and overpowering and



Figure 8.4.13; Park buildings to Wyndham Park have a distinctive character

it is the modern highly functional buildings which tend to dominate this character area in terms of scale.

Uses

The character area includes a large school; Kesteven and Grantham Girls School (established in 1911) and Grantham College; a further education establishment offering higher education courses and apprenticeships. Both establishments comprise offices, classrooms, recreation facilities (including sports halls) and restaurants and some on-site student accommodation. The former Militia Barracks, constructed 1858 are now private houses. There are a small number of single family private dwelling houses built within the grounds of historic houses (most of which still survive).

There is a community school and nursery to Hill Avenue and small purpose built buildings within Wyndham Park which relate to the park facilities;

these include pavilions, stores and buildings relating to the former bathing facilities and Lido now used by the local model boat club.

Building types

There are four principal building types within this character area although only one type dominates the character of most of the area. The former private houses; detached two storey villas on a grand scale, with their stables and other outbuildings have been subsumed into a complex series of modern buildings which take on a far more functional and utilitarian appearance within both of the institutional sites. Further nursery and school buildings (to Hill Avenue) are functional and architecturally undistinguished.

The former Military Barracks is an interesting example of domestic planning to provide secure accommodation, and part of an unusually complete group which retains its former 'keep'. The barracks constructed in 1858 is arranged in two inward facing groups – a 46 bay range headed by a keep (facing onto Sandon Road) and 10 single aspect houses accessed from Beacon Lane.

There are various functional buildings to Wyndham Park some of which are well-built and appropriately scaled and detailed for their park setting.

The functional modern buildings of the institution groups dominates the southern part of the character area. These are relieved somewhat by the considerable tree cover to boundaries and former grounds which soften the impact of these buildings from the public realm. However, some of these buildings are very prominent from the riverside in views looking east.

Brick boundary walls are an important and often

overlooked building type in this character area with some long stretches of brick boundary walls to the roadsides.

Architectural qualities

The surviving 19th century villas are well designed large country residences and their architectural detailing includes stone bays, porches, dressings to windows and in some cases entire facades of stone. There is a good attention to detail in terms of window mouldings, quoins and in particular eaves decoration and detailing which can include brackets and dentil brickwork.

The surviving lodge house to the north side of St Catherine's Road is a good example of the simple yet effective detailing and handling of massing and proportion of this building type and a relatively rare survival of this once common feature in this area of planned landscapes.

The timber-framed vertical sliding sash window is a common feature of the historic buildings within the character area.

The strong defensive characteristics of the former Militia Barracks are a key element of the architectural qualities of this building type. The use of stone for these buildings adds to the sense of solidity. This building, other than the keep entrance, is largely devoid of architectural detailing but is nonetheless well designed and displays an attractive and sensible use of materials particularly for entrances, openings and the crenellations to the keep facing onto Sandon Road.

Heritage Assets (including designations)

There are two statutory listed buildings within the character area; the Grade II listed former Militia Barracks, 1858 by Henry Goddard, architect and the county surveyor, for the Royal South Lincs. Militia Regiment. Following the Militia Act of 1852, counties were required to construct secure barracks for storing arms and training for the local militia, including accommodation for NCOs. Goddard built similar barracks in Lincoln for the North Lincs. regiment. This is a good survival of a domestic group of defensive structures. Stonebridge House to the south side of Stonebridge Road and accessed from St Catherines Road is Grade II listed and was also built in 1858 for John Hardy, who founded the local banking house of Hardy & Co. The house has subsequently been used as a school (1940; Camden High School for Girls and then by the Spitalgate School for Boys) and in 1951 it was purchased for use by the Lincolnshire Police and converted to offices. It presently lies empty (August 2010).

The former grand villas; Riverside House, Elsham House, Beaconfield House and Hillside still survive and are important buildings of considerable local significance. These were the houses of the industrialists of the 19th century a defining period in the development of Grantham to the town seen today. Their quality in terms of materials and architectural detailing reflects the status of the owners. These houses along with some of the associated structures and outbuildings such as stables, coach houses, garden buildings, boundary walls and lodges still survive although are much encroached upon by the later use of these houses and more importantly their grounds for large scale expansion of the institutional uses which took over these sites in the early and mid parts of the 20th century.

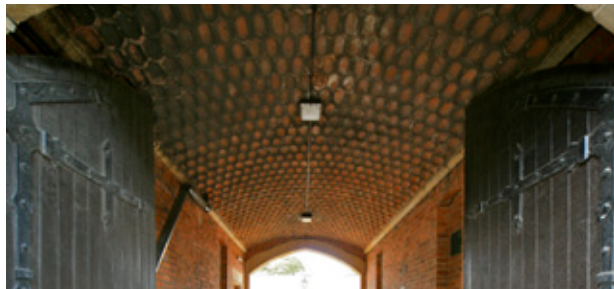


Figure 8.4.14; Brick, stone and clay tile are combined on buildings seen within this character area

There is a notable survival of a group of modest buildings within Wyndham Park associated with the bathing pool and now used by the local model boat club. These vaguely Vernacular Revival inspired buildings make a positive contribution to the park. In addition, the bridge crossing the River Witham from Slate Mill Place to the park (the former site of Slate Mill) is an attractive addition to the park and forms a group with the aforementioned buildings within the park.

Materials and colour palette

Stone is seen in a number of buildings within the character area, both as fine limestone ashlar work (Stonebridge House) and coursed rubblestone (the former barracks). It is also used for dressings to windows and doors. Traditional red brick does not dominate this character area but is seen to outbuildings and in various colours to modern buildings to the college and school sites. It is also used for infill houses. Natural slate is the traditional material for houses with clay tile also seen. There is the striking use of red clay pantiles to the buildings within Wyndham Park. The use of pantiles with the white painted pebbledash produces a very robust and memorable materials palette used very thoughtfully on these park buildings.

The modern buildings to the college and school also use profile metal cladding for both walling and roofs to some of the more utilitarian buildings.

Colour palette

Greenspaces and trees feature strongly in this predominantly parkland area, punctuated by imposing institutional buildings and larger former

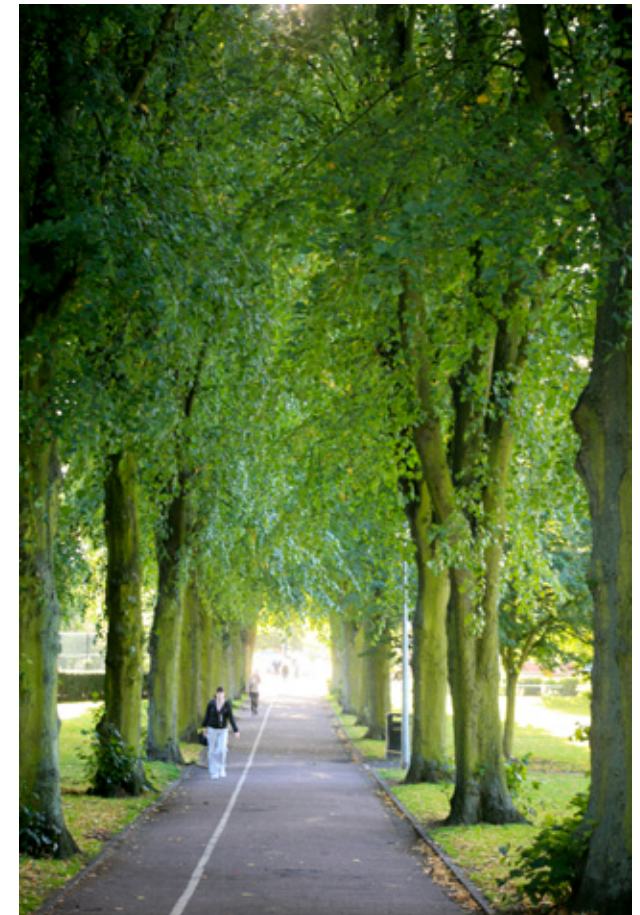


Figure 8.4.15; Tree-lined avenue at Wyndham Park

residential buildings. The stone of the Barracks is unusually darker than much Ancaster stone. The grain and texture of many mature trees, especially *Pinus Sylvestris* adds much to the palette of local



Figure 8.4.16; Cast iron railings define the pavement edges to parts of Stonebridge Road

materials. Darker earth bound colours work well against the brightness of the parkland setting and reinforce the gravity of the institutions.

Public Realm

There is a good quality public realm with wide streets and pavements, grass verges with street trees and mature tree and hedge boundaries throughout. The public footpaths are well maintained and retain

the semi-rural character of the area. There is very limited on-street parking and lighting is minimal and understated.

Connectivity

There is very good connectivity for the pedestrian despite large areas of the character area being in private ownership. The green link along the river is particularly popular and successful as a pedestrian

link free of traffic and semi-rural in character for much of its length (within the character area). The river is a constraint to access to the town to the west with only three crossing points within the character area. Sandon Road and Beacon Lane (leading to New Beacon Road) links the character area to the residential areas to the north-east.

Open space

The character area comprises significant and unrivalled open space within what would be considered immediate access and proximity to the town centre. The riverside walk and associated fields and paddocks which line the footpath provide the area with a semi-rural character. This is complemented by the historic hedge-lined field boundaries and trees both individual and groups to most property boundaries and many fields boundaries. This is particularly the case to the riverside.

Wyndham Park is a very popular local amenity space and is well-maintained with the exception of the former bathing pool which despite use as a model boating lake has the air of neglect and would benefit from some investment and regeneration.

The former grand houses of this character area enjoy only a very modest proportion of their former grounds to their detriment. However, these houses can still be appreciated for their former grandeur as most do retain at least some open space around them. There are private open spaces within the schools and college grounds, landscaped and strongly defined by mostly modern buildings but providing break out areas for students and the opportunity for greenery and trees in these much built upon spaces.

Colour palette

CA04

COLOUR SOURCE

BRICK/ STONE

ROOF TILES
CLAY AND SLATE

LANDSCAPE

LANDSCAPE

INTEGRATION COLOURS



Figure 8.4.17



Figure 8.4.18; The riverside forms an important part of the character of this part of the town

Biodiversity

This part of the town plays a very important role as valuable open greenspaces which are so close to the town centre and readily accessible to residents and visitors alike. The river corridor is lined with mature trees and the linked grounds of the institutions combined with the field boundaries of mature hedges provides very rich and largely protected habitats for wildlife which are linked to wider networks (such as the river) allowing access to the open countryside to the north and the south. This area is of very high significance in terms of its potential for biodiversity and the opportunity for the town to enjoy a semi-rural setting so close to the town centre.

Condition

Most of the character area is in very good condition. Stonebridge House was vacant at the time of survey (August 2010) but appears in good condition despite its lack of use. Beaconfield House was similarly unoccupied.

Trees, grounds, public spaces (Wyndham Park) and public rights of way all appear well-maintained and managed.

The former bathing area to Wyndham Park appears neglected and underused.

Ownership

The area is predominantly in institutional ownership with parts of the riverside, (Sedgwick Meadows) in the ownership of the National Trust. Wyndham Park is owned and managed by the local authority.

The former Barracks are converted to housing and the houses on the site are all in private ownership.

Negative qualities of the area

- Vacant and unsecured important historic houses
- Underused former bathing pool to Wyndham Park
- Poor quality of recent additions to buildings on the school and college sites

Key Design Principles (general)

- Retention of the setting of former important houses within the grounds of the institutions seen to presently occupy these sites
- Retention of outbuildings, stables, coach houses, garden structures, boundary walls related to

Figure 8.4.19; Colour palette recommendations CA03 def



former historic houses

- It will be desirable to encourage careful masterplanning of future expansion of institutions, with new buildings to be commissioned by design competition to achieve best quality new design

Intervention –including identification of potential sites for change

- Investigation into the reinstatement of the bathing pool to Wyndham Park
- Possible additional pedestrian crossing points over

the River Witham to facilitate improved pedestrian access to the town centre

Limits to Growth

There is very limited scope for growth within this character area which will not significantly encroach on the established open character of this part of the town. Established open space policies and the retention of trees and hedges combined with the desire to retain as much of the former setting to historic building as possible whilst excepting some

sensible redevelopment will greatly reduce the opportunities for growth.

The further growth of the larger institutional uses should be carefully managed and master planned with the consolidation of buildings and the removal or remodelling of buildings of poor quality and the retention and enhancement of established heritage assets within and to the edges of the grounds to the college and school grounds.

CHARACTER AREA 05

CA05: Canal Basin & Maltings

Summary

This character area includes the surviving sections of the Grantham Canal and its termination in the town at a stone lined wharf (CA05a). The canal has been filled in north of Earlesfield Lane, but to the south remains as a waterway travelling out beyond the A1 and connecting to the wider canal network (CA05b). The shape and location of the basin is clearly defined in plan but has been filled and partially built upon by large industrial buildings. The character area has seen much change in the mid to late 20th century and includes to the south the modern maltings complex (CA05c).

This is the last working malting complex in Grantham and the grain store is a prominent and distinctive landmark on the Grantham skyline. The building is a poignant reminder of Grantham's former industrial roots. There are three sub-areas which reflect the scale of built form to each and their differing roles in terms of reflecting the industrial heritage of the town.

Context (including topography and views)

This character area lies to the west of the town centre (CA01) and is bounded on its eastern edge in part by the railway line. To the south-east are the housing areas of Spittlegate (CA09), a mix of periods and density, and to the west are the housing areas of Earlesfield (CA10) a more consistent medium to high density expansion of the town out towards the A1. The character area follows the line of the Grantham Canal and stretches out to the A1 where it skirts along the contour between CA09 and CA10.

Most of the character area is on rising land some gentle and some more steady. The higher points are towards Dysart Road and this elevation reveals well defined and focused views to the spire of St Wulfram's. To the southern section of sub-area CA05b, the maltings grain silos are a prominent landmark on the skyline and are seen from a number of points within and across the character area.

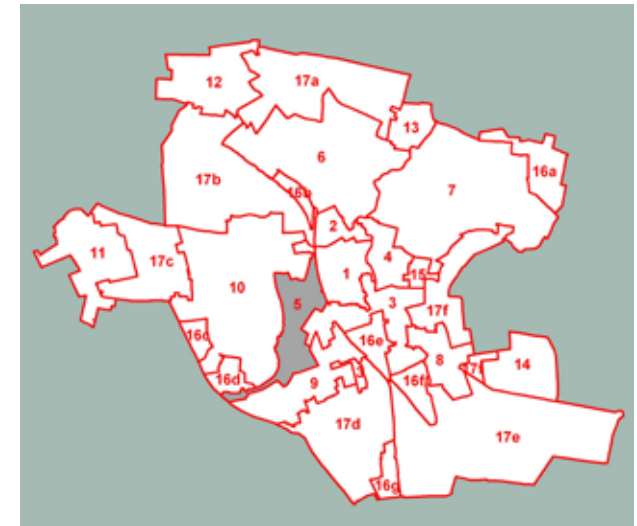


Figure 8.5.01 CA05



Figure 8.5.02; Sections of canal which survive within this character area have very high amenity value and are important wildlife habitats



Figure 8.5.03; View looking north along the surviving section of canal to the southern part of the character area (CA05b)



Figure 8.5.04; Figure Ground and sub-areas for Character Area 05

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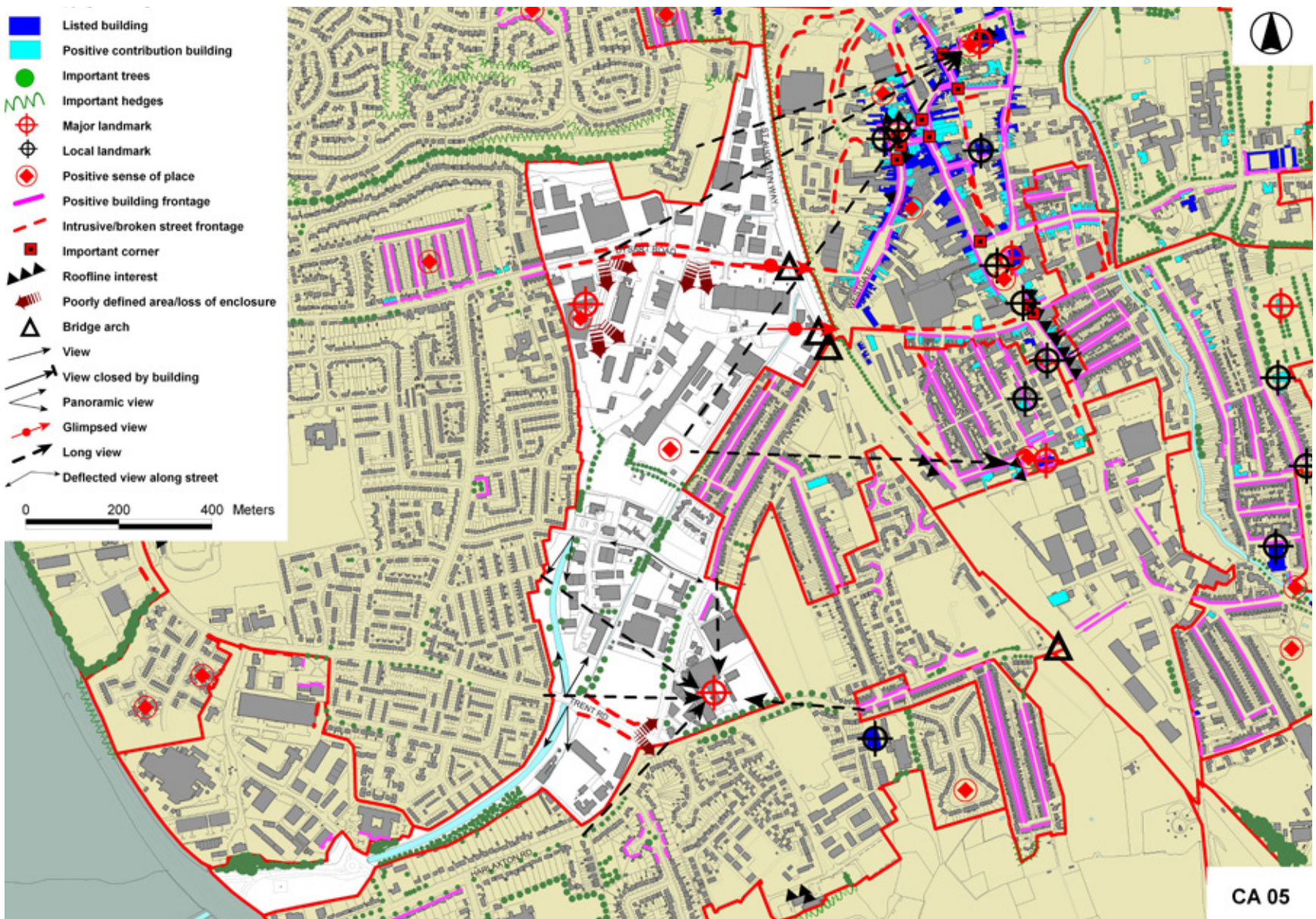


Figure 8.5.05;
Townscape for
Character
Area 05

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Key characteristics

CA05a: Dysart Road and Old Wharf Road environs

Form/origins:

Former canal basin for the Grantham Canal now heavy industrial and retail warehouse area

Heritage assets:

Remnant survival of late 18th/early 19th century canal and canal basin likely

Topography:

Steadily rising land to west, flattened to former canal area and Mow Beck

Plots:

Large and very large irregular plots

Building lines:

Irregular but loosely defined by access roads

Materials:

Profile metal, asbestos and cement sheeting, brick plinths, wall material often used for roofing as well

Scale:

Industrial scale, generally equivalent to two to three domestic storey heights

Uses:

Manufacturing, heavy industrial to the former canal basin, storage, office, leisure and retail to Dysart Road

Trees and greenspaces:

Very few trees or hedges

Public realm:

Wide road and pavement to Dysart Road, otherwise minimal attention to the public realm



Figure 8.5.06 and Figure 8.5.07; The canal is an important water-based wildlife habitat and local amenity

Access and connectivity:

Relatively poor connectivity due to uses; lack of public rights of way. The mainline railway is a significant barrier to connectivity to the east

CA05b: Earlesfield Lane environs and Grantham Canal

Form/origins:

Formerly gas works in the 19th century now smaller scale industrial units; manufacturing and warehouse storage and distribution and car showroom

Heritage assets:

Late 18th/early 19th century canal

Topography:

Gently sloping landform from west to east down to Mow Beck

Plots:

Small to medium-sized irregular plots

Building lines:

Irregular and dictated by access roads

Materials:

Profile metal, asbestos and cement sheeting, brick plinths, wall material often used for roofing as well, some curtain wall glazing

Scale:

Modest industrial scale buildings equivalent to a maximum two storey domestic height

Uses:

Low key industrial manufacturing, warehouse storage and distribution, some office accommodation and car showroom

Trees and greenspaces:

Some trees to boundaries and to the canal side, open greenspace to the north of Trent Road, further greenspace along the length of the canal to the A1

Public realm:

Grass verges and some street trees to main roads and industrial estate access roads



Figure 8.5.08; Views into and across industrial and commercial sites within CA05

Access and connectivity:

Good access but poor connectivity within industrial areas due to single point access roads and limited public rights of way

CA05c: Grantham maltings

Form/origins:

Formerly open fields now modern Maltings complex

Heritage assets:

No above ground heritage assets present

Topography:

Flat low lying ground

Plots:

Large and irregular

Building lines:

Irregular and based on former field boundaries



Figure 8.5.09; A view of the spire of St Wulfram's from derelict land adjacent to Dysart Road

Materials:

Stock bricks; reds and buff colours, reinforced concrete panels and frames, profile metal roofs, some modern pan-tiles.

Scale:

Significant variation in scale from two to the equivalent of approximately eleven storeys (grain store)

Uses:

Maltings, Magistrates Court and small industrial units and wholesale retail units

Trees and greenspaces:

Trees lining boundary to Springfield Road

Public realm:

Wide roads and pavements with grass verges and street trees in places

Access and connectivity:

Limited connectivity through sites due to uses but good access and connectivity around sites particularly for vehicular traffic

Overview of character area CA05**Grain/density/plot coverage**

The character area is generally developed to a coarse grain with a mix of mostly medium, large and very large industrial units (with some retail warehouse type buildings). Buildings tend to fill the plot with any remaining space taken up by parking and/or storage of materials, vehicles or both.

The density varies but buildings tend to be grouped. Within these groups development is to a medium to high density.

There is very little consistency to plot layout other than the desire to follow the contours to the steeper sections of the character area and where an access road has dictated a building line to smaller groups, for example those to Hollis' Road.

Scale

The scale of built form within the character area is industrial in its character but varies dramatically. There is a larger massing and scale of buildings to CA05a where some very large footprint units can reach a height of approximately the equivalent of up to three storeys in a domestic dwelling. CA05b is more consistently low level units with very low roof pitches and buildings rarely rising more than the domestic equivalent of two storeys.

CA05c is exceptional in terms of the scale of buildings as the sub-area includes the landmark maltings, which includes a building which rises to approximately 11 storeys. This rectangular plan building dominates the immediate skyline and can be glimpsed in extended views across the town.

Uses

The area is a mix of light and heavy industrial uses (for example, large steel component manufacturers), some warehouse and distribution and some wholesale distribution. To Dysart Road there is a series of out-of-town type retail outlets and there is a car showroom to Harlaxton Road.

Sub-area CA05c has the most unlikely pairing of uses with the Magistrates Courts and the fully functioning maltings adjacent to each other on the Harlaxton Road, backing onto Springfield Road. The maltings is the only example in the town of a once common industrial process, but unlike the relatively modest maltings found dating from the 19th century, is on a major regional industrial scale.

Building types

Most buildings within this character area are purpose built open plan sheds on steel frames,



Figure 8.5.10; View from the Canal Basin site towards housing in Earlesfield (CA10)



Figure 8.5.11; Materials, colours and texture; both natural and man-made, found within CA05



usually but not always with brick plinths. Some have an office element built into them or bolted onto an elevation. These may occasionally use different materials to distinguish their use.

Due to the very wide span of many of these building frames, roofs will be very low pitches or flat roofs, and sometimes a series of pitched roofs will make up a single building.

Most buildings sit within an immediate setting of a car park or storage area.

The maltings is a distinctive and highly functional group of buildings distinguished by the scale and

height of the complex. The industrial processes are stacked with grain entering at the top and proceeding down through layers of differing processes to emerge at the base as a product for the brewing industry.

Architectural qualities

Buildings within this character area are highly functional and have very limited architectural expression or detailing. The exception to this is the recently completed timber clad headquarters of the Woodland Trust designed by Fielden Clegg Bradley Studios. The new building houses a staff base of 200 people and is a highly innovative



and sustainable building which has achieved a BREEAM Excellent rating. It responds to its tight site by wrapping around in plan to form a courtyard with the building stepping down to take maximum advantage of natural energy from the sun's path.

Heritage Assets (including designations)

Remnant survival of the canal and canal basin are of very high local significance and could form the basis of a waterside regeneration scheme for this part of the town. It is not clear how much of the canal basin survives but given the general robust and highly engineered nature of canal construction it is unlikely this was removed but rather filled in and surface finished.

Materials and colour palette

Most buildings are steel-framed with some form of cladding. This is usually profile metal sheeting, with cement/asbestos mixed fibre sheeting to older buildings. The walling materials are often repeated for the roof. There are occasional brick plinths and some gables will be brick, usually a stock brick in various colours red, buff and multi-bricks.

The Woodland Trust building is timber clad set vertically with aluminium windows.

Colour palette

The canal with associated vegetation sits between residential and industrial areas. The palette of the canal draws in the colours of the surrounding Lincolnshire landscape.

Figure 8.5.12; Colour palette

CA05 ac
COLOUR
SOURCE

CLADDING



CA05 b
COLOUR
SOURCE

LANDSCAPE



Public Realm

The public realm is generally adequate in relation to the uses within the character area. Main roads and some access roads to industrial units (Hollis' Road for example) have grass verges and some roads have street trees which adds to the quality of the public realm.

Connectivity

Earlesfield Road and Trent Road are important and busy links across this character area. Dysart Road is an important vehicular traffic route to and from town

and links (along with Trent and Earlesfield Roads) the residential suburbs to the town centre through the character area. Pedestrian routes are largely restricted to these busy roads and due to the nature of the uses routes into industrial areas are single entry and exit.

Open space

There are some reasonably large areas of open space largely related to the industrial units they surround and usually laid over to parking and/or storage or vehicles or raw materials. There are also a number of grass covered greenspaces, generally

used for recreation and dog-walking. The canal has a green corridor associated with the former tow-path and is, in parts, an attractive and well-used amenity space.

Biodiversity

The canal is an important waterway and green corridor which is a welcome relief from the industrial uses which line the eastern side of this amenity space. The canal also links a series of open greenspaces which are found between small and larger groups of industrial units. There are some individual broadleaf trees and tree groups to be found between major industrial sites and to boundaries between units but these are limited.

Condition

Some of the character area is in a poor condition and areas have a neglected and in places semi-derelict appearance with abandoned buildings and overgrown spaces.

Ownership

Largely in private ownership with a series of smaller freeholders rather than a large single landlord. Land owners include the Local Authority, Lincolnshire County Council and British Waterways.

Negative qualities of the area

- General underuse of some parts of the area
- Low quality of much of the building stock with very little attention to high quality materials or use of colour or material variation to enliven built form

- Loss of the canal and the lack of recognition of its importance or former role (no interpretation)
- Lack of townscape definition to Dysart Road, a very poorly defined approach to the town

Key Design Principles (general)

- Improvement in the material specification and architectural quality of new buildings
- Reinforcement of Dysart Road by bringing the building line forward and creating a more active frontage
- Tree planting to streets to reinforce the street where building line is absent/irregular
- Hard and soft landscaping to present and proposed parking areas to include re-definition of boundaries and softening of the utilitarian setting of most buildings

Intervention –including identification of potential sites for change

General recommendations

- Secure the future potential for the canal basin site by including its potential redevelopment within the Area Action Plan with a clear development brief

Specific sites

Grantham Canal Basin site (see Figs. 8.5.15 & 8.5.16 and Appendix E)

The character area, with the exception of the maltings and Magistrates Courts to the south of



Figure 8.5.13; General form and scale of building to CA05

Harlaxton Road (CA05c), forms part of the Canal Basin Vision work (February 2010). This has been undertaken by Ekogen on behalf of South Kesteven District Council and Lincolnshire County Council. The following plans and birds-eye view sketches shown are indicative but build on the work of the Vision report providing a starting point for thinking about how these important sites might be dealt with in the future.

Above all, the regeneration of the canal basin should be heritage led. The existing canal and former wharf are highly likely to survive substantially in-tact given their generally robust construction. In most cases these features have been filled rather than removed. Taking this to be the case, the reinstatement of the waterway to its former layout should be the starting point for regeneration of the site.



Figure 8.5.15 Existing and proposed for the Canal Basin site (Illustrative only)

The following are key design drivers and principles relating to the potential development of the canal basin site:

Positive Aspects

- ‘Green corridor’ along remnant canal in south of area
- Greenspace in centre of area (playing field)
- Brook and line of trees along most of eastern boundary

- Potential for placemaking, heritage and leisure in reopening canal basin
- Proximity to town centre and rail station (within 400m)
- Gentle contours from north-west corner creating views and interest
- Woodland Trust building (opened 2010) sets high

- standard for sustainable design and placemaking
- Former tannery building and new housing nearby offer layout potential
- Retain employment area in south of site
- Visibility from railway

Negative Aspects

- Poor frontage along Dysart Road



Figure 8.5.16; Indicative perspective view of the potential regeneration of the Canal Basin site (CA05). The scheme would be based on the principle of re-instating the original line of the canal and using this as a focal point for mixed use and residential development. (Please see Appendix E for baseline analysis of the Canal Basin site)

- Low headroom bridges, especially Wharf Road
- Boundary environment with retail units
- Generally poor existing layout and space utilisation
- General low visibility and perception of the area
- Challenges in reopening of canal and raising headroom on two existing bridges (should be offset by realising major development potential)

Design Objectives

- Create an attractive mixed use place at the opened up canal and basin
- Create a coherent and active frontage along Dysart Road
- Create an enterprise 'place' centred on the Woodland Trust headquarters
- Create a large green square around 3 sides of the existing greenspace
- Create a series of 'character areas'/home zones
- Use a palette of appropriate colours to aid local distinctiveness
- Create a coherent network of streets connecting all parts of the development, all designed for 20mph maximum speeds and walk/cycle routes
- Create a range of density from higher in the north to lower in the south
- Create housing blocks which optimise the advantages of orientation for solar energy
- Create a green canalside walk through the development and a park at the south end
- Use changes in level to absorb 'parking houses'

Limits to Growth

There is significant opportunity for heritage regeneration led growth within this part of the town. The Canal Basin Site offers the opportunity to provide high-density sustainable development close to the town centre. Potential limits to growth may include environmental issues such as flooding (although this is considered to be limited) and the challenge of relocating existing businesses on the site in an effective manner to avoid the loss of jobs to the local economy and to facilitate/accelerate land assembly.



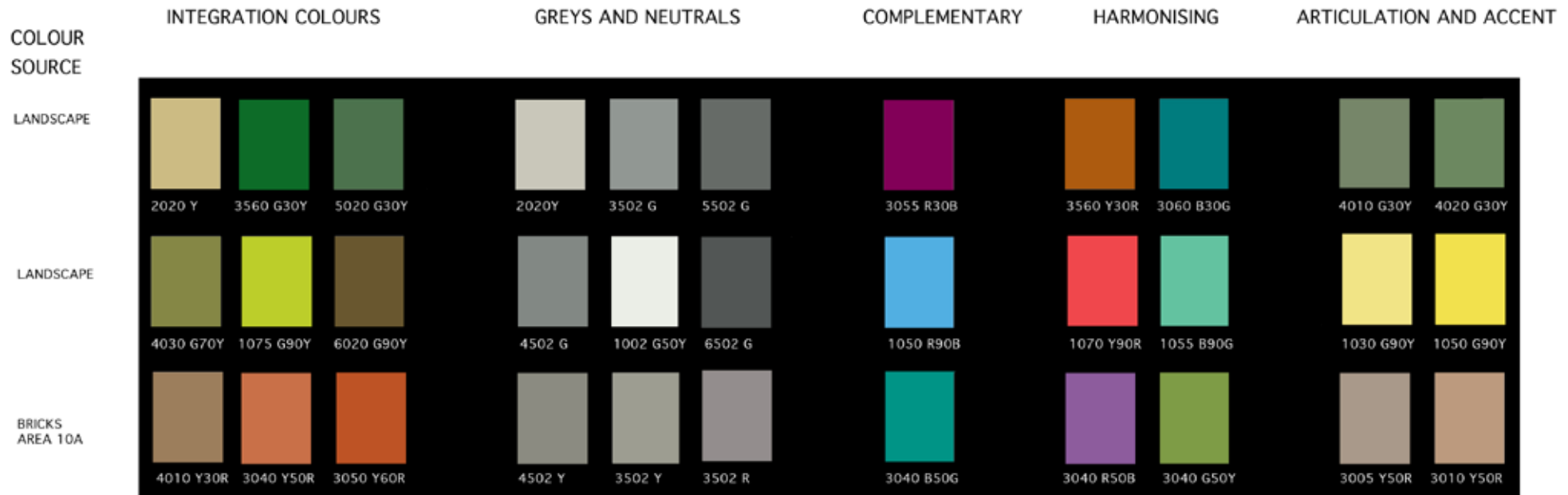
Figure 8.5.17; Existing green corridor of canal running through CA05

Figure 8.5.18; Colour palette recommendations CA05a



Industrial buildings with profiled steel cladding typify this area, giving a very generic appearance. New cladding materials are now available with a broader colour range offering softer more natural colours. As re-cladding becomes an issue business owners should be encouraged to explore these new products. This is particularly significant here due to the proximity of the canal basin development site which is characterised by a palette of natural and soft materials.

Figure 8.5.19; Colour palette recommendations CA05b



The canal with associated vegetation sits between residential and industrial areas. The palette of the canal draws in the colours of the surrounding lincolnshire landscape and this should influence the built palette of the canal side development. Greys will be important in linking the existing housing of area 10A to the new development. Whilst the greys nominated have a chromatic intensity of up to 2%, grey greens with a chromaticness of up to 20% will link well to the existing landscape and vegetation colours. Bright colours with higher light reflectance will work well against the water and co-incidentally pick up colours associated with canal craft. Appropriate materials include brick, render and pre formed high pressure laminates. Planting schemes should maintain an emphasis upon indigenous species to achieve a naturalistic effect.

CHARACTER AREA 06

CA06: Northern post-war residential suburbs

Summary

This character area comprises a series of large urban extensions mostly dating from the 1970s and 80s but with some later development and small pockets of terrace housing to the west side of Gonerby Road. The railway line divides this area and is a significant barrier to connectivity with no crossing points within the character area other than the main road. Gonerby Road has a similar effect but to a far lesser extent.

Houses are two storey and a mix of semi-detached and detached and there is a general uniformity to development almost throughout particularly in terms of scale, massing and materials. The gradient and degree of elevation changes on travelling from east to west as the residential suburbs start to climb Gonerby Hill. Given this elevation there are emerging glimpsed views to the spire of St Wulfram's and an apparent sense of the green ridge which encloses this area to the east and west and is often glimpsed within the townscape. Sometimes tree-lined but mostly open, the ridge line is very distinctive in views throughout the character area and gives a strong sense of being at the edges of the town.

Whilst there are large-scale non-domestic uses within this character area; hospital, factory and schools, they are woven into the residential grid of streets and their scale does not strongly define them as separate from the predominantly residential areas of the town which surround

and enclose them. These uses are heavily screened by tree belts to non-principal elevations.

Context (including topography and views)

This character area lies to the north of the town centre and between principal historic routes; Manthorpe Road and Gonerby Road. To the south is CA02; the earlier residential extension to the town. To the east, beyond the river corridor (which acts as the boundary between the areas) is CA07, further mostly post-war residential suburbs. Surrounding the character area to the north, west and south are the landscape sub-area CA17a and CA17b. Also to the southern border is a sub-area of CA16, CA16b one of the industrial/manufacturing/production areas distributed around of the town.

The area rises progressively from the River Witham west to the foot of Gonerby Hill (where the western suburbs derive their name). This becomes steep to the north-western edge at the hill foot. Much of the principal routes run parallel to the contours with short connecting roads and sweeps to roads in later developments taking the main level change within the estates. This elevation and the often relatively straight nature of principal routes through the housing areas gives rise to views to both the spire of St Wulfram's and the strongly defined open green ridge which runs almost consistently to the east and west of the character area. These views are particularly important in that they provide a sense of development being to the edge of the town and with the open countryside permeating into the most developed sections of the character area. It is an very attractive and positive feature of this part of the town. There are also more locally defined views from the edge of sub-area CA06c to the north

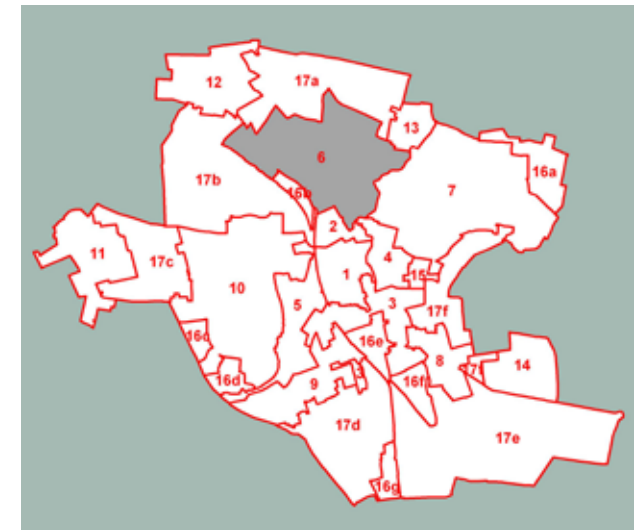


Figure 8.6.01 CA06

focused on the spire of the church of St John the Evangelist in Manthorpe Village.



Figure 8.6.02; Mixed suburban housing development

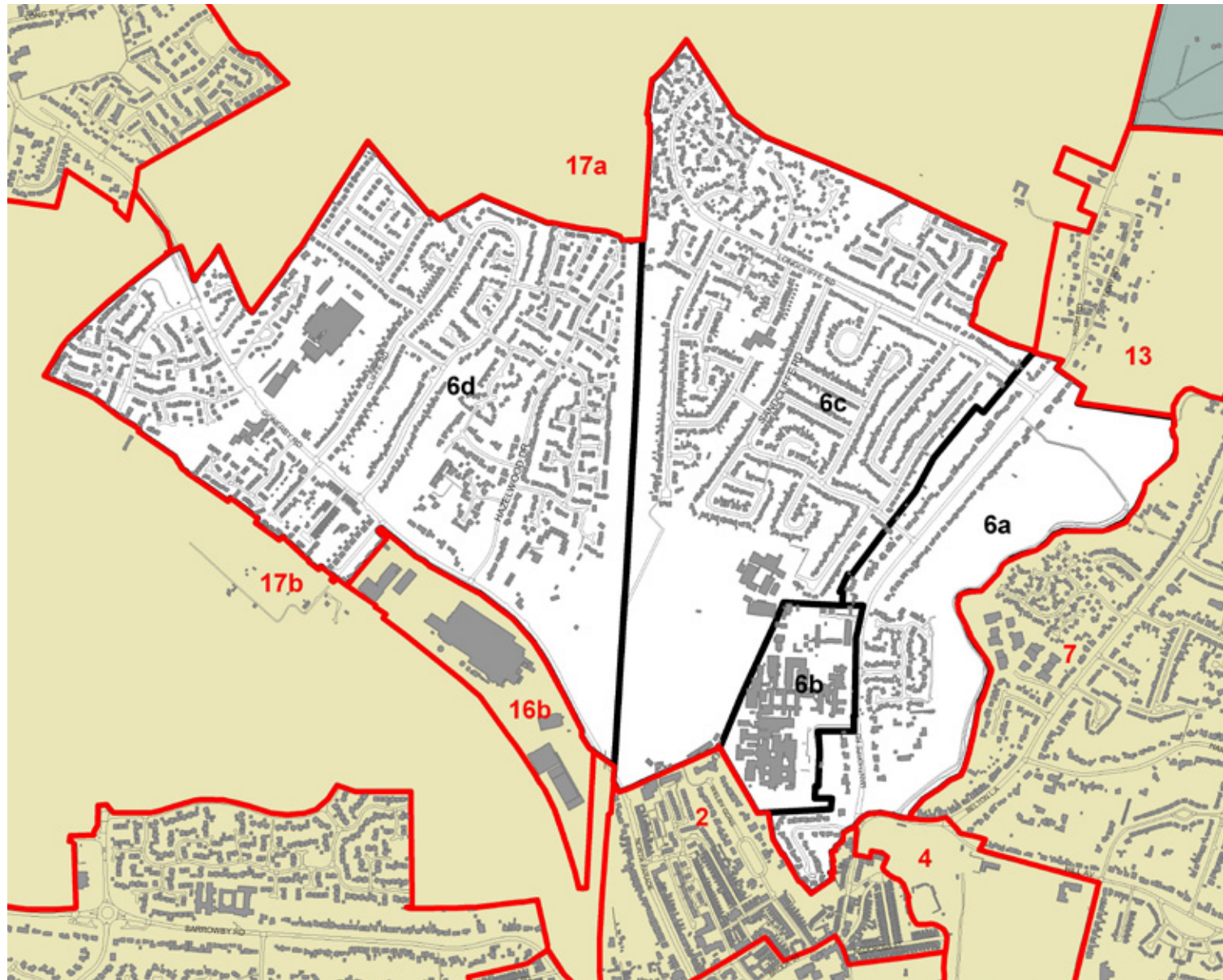


Figure 8.6.03; Figure Ground and sub-areas for Character Area 06

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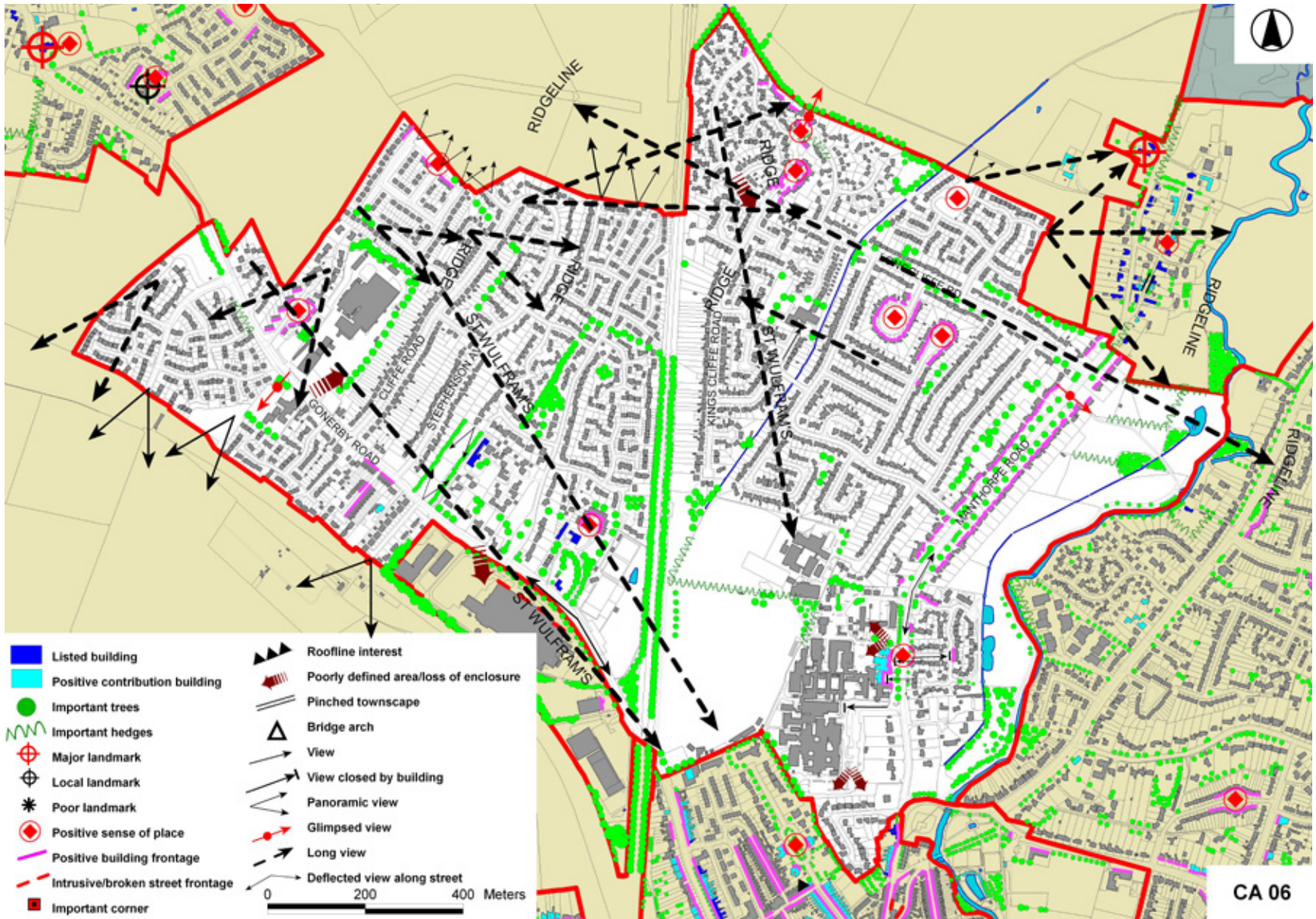


Figure 8.6.04;
Townscape for
Character
Area 06

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Figure 8.6.05 and Figure 8.6.06; Manthorpe Road (CA06a) ; large houses, set back from the roadside with mature landscaped boundaries including trees

Key characteristics

CA06a: Manthorpe Road

Form/origins:

Historic route to town centre from the north lined with large inter-war and post-war houses

Heritage assets:

Housing from the 1930s to the present day, mostly of limited architectural quality although some display Vernacular Revival characteristics

Topography:

Area is flat but falls away east to the valley bottom and river flood plain (to rear gardens of houses to the east side of the road)

Plots:

Low density development of medium to large houses set in their own plots with large front and rear gardens.

Building lines:

Consistent building lines throughout. Houses set well back from the road

Materials:

A variety of materials but mostly red brick, some cladding, tile hanging and renders and pebbledash. Roofs are clay tile and modern interlocking tiles

Scale:

Two storey almost throughout

Uses:

Private dwelling houses

Trees and greenspaces:

Mature trees to front gardens and some trees to front grass verges

Public realm:

Good quality public realm with occasional street

trees and grass verges, well defined landscaped boundaries and limited on-street parking

Access and connectivity:

Good access and connectivity

CA06b: Grantham Hospital

Form/origins:

Large scale institutional type hospital buildings in tight medium to high density group with an earlier core of historic buildings

Heritage assets:

Original Victorian hospital buildings of Ancaster stone are of some architectural quality and of considerable local heritage value

Topography:

The land is flat throughout with no discernible changes in level

Plots:

Large irregular plots which are often densely developed

Building lines:

Alignment with access roads to the site and a traditional building line to Manthorpe Road

Materials:

Buff and red bricks, rock-faced coursed stone to older building group. Concrete interlocking tiles to roofs, clay tiles to traditional roofs

Scale:

Mostly low pitched single storey buildings, older sections are two storey in places

Uses:

Hospital buildings and wards

Trees and greenspaces:

Strong tree-lined boundaries to west and mature trees line Manthorpe Road elevations

Public realm:

Mostly shared spaces, significant parking on and off-street and forming the setting to most buildings, some landscaped spaces

Access and connectivity:

Good access and poor connectivity, single entrance and exit point for most users

CA06c: Manthorpe Residential suburbs

Form/origins:

Housing development of the 1970s and 1980s at a medium density

Heritage assets:

No above ground heritage assets present, however part of this area could be considered to form part of the wider setting of Manthorpe Village

Topography:

Gently rising land from east to west

Plots:

Medium and occasionally large (backing to railway) plots set on an informal grid of streets and cul-de-sacs

Building lines:

Houses are mostly detached with some semi-detached, and building lines consistent throughout, mostly small open front gardens

Materials:

Red and buff brick and concrete interlocking tiles, some tile hanging to panels

Scale:

Two storey, low pitched roofs with ridges varying but mostly parallel to road interspersed with gables

Uses:

Residential throughout; private dwelling houses

Trees and greenspaces:

Series of greenspaces have been built into the developments with the occasional mature tree

Public realm:

Some grass verges to principal routes and street trees, generally open boundaries giving a sense of spatial quality

Access and connectivity:

Good access and connectivity due to the generally permeable grid of roads and streets however the railway is a significant barrier to the west



Figure 8.6.07; Single storey dwellings are usually grouped to particular roads (CA06c)



Figure 8.6.08; Medium density housing typical of the area



Figure 8.6.09; Much housing backs onto or has views to open countryside to the north and west (CA06c)



Figure 8.6.10; Large detached houses set well back from roadside (CA06a)

CA06d: Gonerby Hill Foot residential suburbs

Form/origins:

Housing development of the 1970s and 1980-90s at a medium density, some pockets of older terraced housing

Heritage assets:

Two small country houses (both Grade II listed) which have now been subsumed into the suburban extensions to Grantham

Topography:

Steadily rising land to the north and west

Plots:

Medium and occasionally large plots set mostly on sweeping access roads forming an informal grid of streets and cul-de-sacs

Building lines:

A mix of detached and semi-detached houses, with building lines consistent throughout, mostly small front gardens with varied front boundaries

Materials:

Mostly red brick, occasional render, tile hanging to bays and mostly concrete interlocking tiles, some modern pantiles

Scale:

Two storey, low pitched roofs with ridges varied throughout, some hipped roofs to front

Uses:

Residential almost throughout; private dwelling houses, a school and factory complex are set into the residential grid

Trees and greenspaces:

Series of greenspaces have been built into the developments with the occasional mature tree

Public realm:

Some grass verges to principal routes and no street trees, mostly off-street parking

Access and connectivity:

Good access and connectivity due to the generally permeable grid of roads and streets however the railway is a significant barrier to the east

Overview of character area CA06

Grain/density/plot coverage

There is a distinct consistency to the grain, density and plot coverage across the character area but with some notable distinct phases of development which are reflected in the sub-areas identified within this character area. The following is a broad overview of the key patterns seen within CA06.

Generally, there is a medium grain to the development throughout the character area with only very small pockets of earlier terraced housing which could be considered to be at a finer grain. Housing is at a medium density throughout, with houses set back from the roadside in good sized gardens. Most gardens to the rear are mature with some large ornamental trees and hedge and plant boundaries.

There is some variation to estate layout ranging from the long straight principal boulevard type roads of Longcliffe Road (CA06c) and Cliff Road (CA06d) with their relatively straight arterial roads perpendicular to the main road, to the short curving informality of the access roads to the 1980s developments to the east of CA06d – adjacent to

the railway and north of CA06c with a high number of small cul-de-sacs leading off principal routes. All houses in these sub-areas (with few exceptions) are set back from the road in their own front gardens. Boundary treatments vary but are generally open. Gardens have in some sections of the character area been laid over to parking either informally or formally through the use of gravelled or paved hardstandings. This has changed the character of some areas of these residential areas.

The late 20th century development within the character area (most notably to the west of the railway line in CA06d but with pockets of development elsewhere, for example the north and south-east corner of CA06c) is of a slightly higher density but still comprises semi-detached or detached houses set in groups or around small cul-de-sacs, often with shared surfaces.

Scale

Houses are almost a consistent two storey throughout, but with some pockets of single storey bungalows. These are generally grouped into roads rather than pepper-potted. Generally low ridges and shallow roof pitches have reduced the number of attic conversions and dormers are rare. There is some variation to the way houses address the street with hipped roofs, projecting gables, bays and full gables facing the roadside in addition to the predominant form of eaves line parallel to the roadside. This variation gives some animation to what could and occasionally does become fairly monotonous townscape.

The non-residential uses are on a different scale, but the height of buildings is kept down and this enables



Figure 8.6.11 and Figure 8.6.12; The character area has a mix of residential dwellings (CA06a – top image) and institutional buildings (CA06b – part of Grantham Hospital complex)

these alternative uses to sit relatively comfortably within large residential areas. It should be noted however that these sections of the character area are generally well-screened.

Uses

Buildings are predominantly residential, private dwelling houses. Within the character area there are a number of schools and these are well integrated into the network of streets, roads and open spaces. Their scale is generally modest. This is also the case with the commercial factory buildings making up the Vacu-lug complex to the north side of Gonerby Road (CA06d) and the hospital to the west side of Manthorpe Road (CA06b). In both cases the relatively modest scale of the buildings on the site means they do not detract from the essentially residential character of this area and they do not have an adverse impact on the street scene.

Building types

The majority of buildings within this character area are detached houses. There are also semi-detached examples and single storey bungalow types. Industrial buildings and the hospital buildings are typical of their types. The hospital, common with many of its type, has grown over a period of a considerable number of years and has buildings from various periods stretching from the 1870s to the late 20th century. They are generally utilitarian in their appearance with the exception of the original hospital buildings and the 1930s extensions which exhibit both a quality in materials and architectural quality.

Architectural qualities

Much of the same house type is repeated within estate builds with only relatively minor variations in articulation (some will have bays or projecting gables for example) and the use of materials on occasions (render, faux timber-framing) and tile hanging to define panels or upper storeys brings some variation to the street scene.

The oldest buildings within the hospital complex display some quality in their use of materials – a coursed rock-faced stone and articulation of the range running parallel to Manthorpe Road. There is also some architectural integrity to the late 1930s additions to the hospital forming a symmetrical entrance around an open courtyard to the south of this late Victorian range.

There are two examples of earlier houses, both of which are not in their original single house use. Gonerby House has a Jacobean garden front with later Victorian wings and Arnoldfield is a far more set-piece small Regency country house (of circa 1820). The entrance portico to Arnoldfield is particularly striking for its use of four Greek Doric columns with entablature. These columns are mimicked at the gate lodge facing Gonerby Road but relating to the modest scale of this building.



Figure 8.6.13; The Victorian range of buildings comprising the original Grantham Hospital (presently boarded and in a poor condition). These buildings are considered important heritage assets worthy of retention and re-use.



Figure 8.6.14; Brick, render and clay tile are characteristic of Manthorpe Road

Heritage Assets (including designations)

This character area has four Grade II listed buildings. Gonerby House and Arnoldfield both to the north side and accessed from Gonerby Road are former small country houses which have been subsumed by the urban extensions to the town. Arnoldfield also has stables and a gate lodge, both of which are also Grade II listed.

To the south side and set back from Gonerby Road between Maltings Lane and Pretoria Road is a large detached double fronted late Victorian villa. It has been subsumed by later development particularly between the house and the roadside but is clearly seen from the road and stands out as a building of some considerable architectural quality which still retains substantial original fabric particularly its sash windows, chimneys and roof.

To the north-east corner, the character area borders onto the Manthorpe Conservation Area. In this respect, change at the edge of sub-area CA06a may be considered to have an effect on the setting of this conservation area.

Materials and colour palette

Red brick is the predominant walling material, although buff brick and multi-stock bricks are also seen to provide variation within the estates. These are often seen side by side along a street. Tile hanging is seen to bays and panels (mostly to upper storeys), late 20th century houses also have some render and faux timber-framing to upper storeys. Roof are almost exclusively concrete interlocking tiles with some variation in colour; some muted greens, and greys but mostly a brown/red colour.

Figure 8.6.15; Colour palette

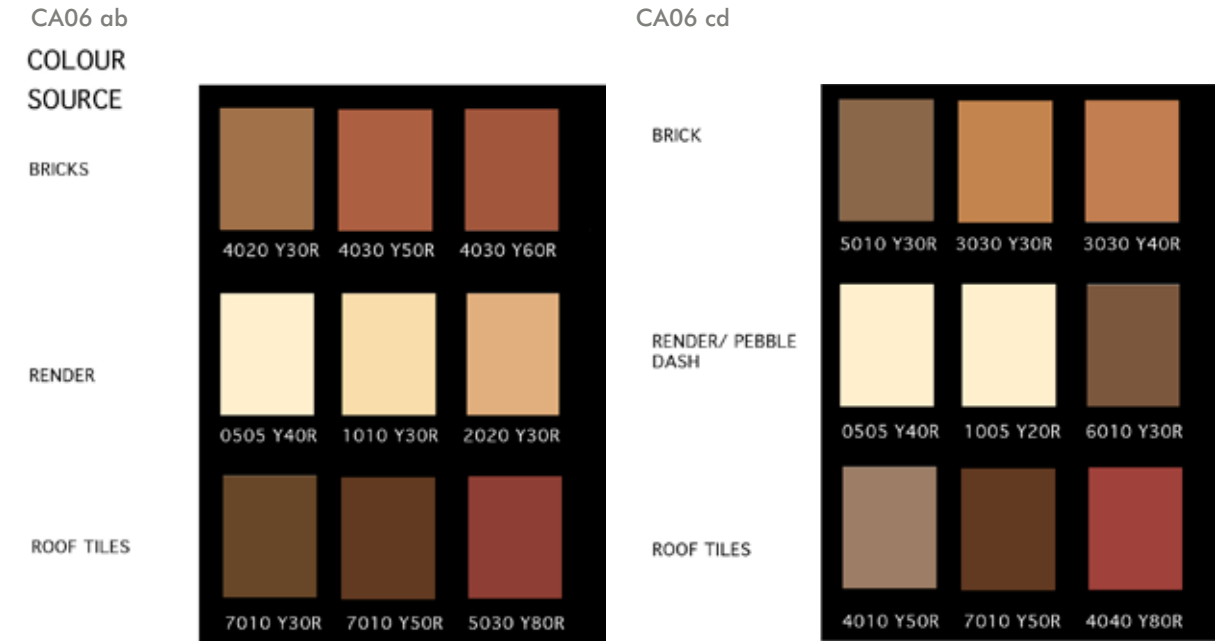


Figure 8.6.16; The busy Manthorpe Road

Public Realm

Grass verges are seen to the wider ‘boulevard’ type roads such as Longcliffe Road (CA06c), Manthorpe Road (CA06a) and to a lesser extent Cliffe Road (CA06d). Some have street trees, but they are intermittent rather than regular. There is limited on-street parking as most houses have driveways or parking areas. Most streets are wide and whilst there is some variation to boundaries most have low walls or hedges or both giving good definition to the edge of the public realm.

Connectivity

The informal grid of roads and streets is relatively permeable although some areas, such as the hospital, by their nature have limited connectivity to adjacent areas. The railway is a significant barrier to east-west linkage with only a single crossing point (the road tunnel) within the character area. There is relatively good access to the countryside from the area although most of this is informal rather than designated footpaths.

The road layout to some parts of the character area

is restrictive (single entry points to estates with a series of cul-de-sacs leading from these roads). This is in some way due to the restrictions of the sites and their relationship with the railway and the trends of the period (particularly the 1980s).

Open space

There are a series of formal and informal open spaces woven into the grid of residential streets. Most have some tree cover and are public spaces. The larger greenspaces are generally associated with the schools and comprise open recreation grounds and sports facilities. There is also Grantham Lawn Tennis Club to the north side of Gonerby Road and open spaces associated with the hospital and its outlying buildings.

Open spaces are found throughout the residential suburbs and provide well-maintained amenity space for the residents. They often contain one or more mature trees.

Some of the gardens to this character area are large, particularly those to the rear of houses to Kingcliffe Road and those to Manthorpe Road. The open character of these spaces and particularly the mature landscaping; specifically trees, makes a valuable contribution to the character of these parts of the area.

Biodiversity

There is a high degree of linkage between greenspaces throughout the character area with large mature linked gardens backing onto major green wildlife corridors namely the railway line and the river. There is also a direct link between private gardens and open countryside to the north, west and south. The main roads; Manthorpe Road and Gonerby Road, present some barriers to biodiversity but this is compensated by the good survival of watercourses, some historic field boundaries and open greenspaces woven into the grid network of streets.

Condition

The character area is generally in very good condition with well-maintained spaces, quiet residential roads without through traffic, mature gardens and a lack of poorly maintained houses, empty sites or underused land.

Ownership

The vast majority of houses within this character area are in individual private ownership.

Negative qualities of the area

- Some houses have replaced front garden spaces with hardstandings to the detriment of their character
- Houses generally have a very poor relationship with the surrounding open countryside

Key Design Principles (general)

- Maintain the building line with any proposed development
- Retain views to the open ridgeline and encourage the creation of new views in new development
- Encourage the planting of street trees to established verges particularly to principal routes
- Maintain the consistent two storey scale in any future development. There is no justification for increasing the height of buildings anywhere within the character area

Intervention –including identification of potential sites for change

- Retain and refurbish (with possible change of use) the original (1874) and 1930s buildings to the hospital

Limits to Growth

There is very limited opportunities for growth within this character area as development would have to comprise encroachment on important open space which is relatively limited within this part of the town or building upon rear gardens. This would only be possible in piecemeal and small scale developments. These would generally upset the good proportion of private amenity space to built form seen throughout the character area and potentially remove valuable trees which often form the backdrop to houses in views from the street.

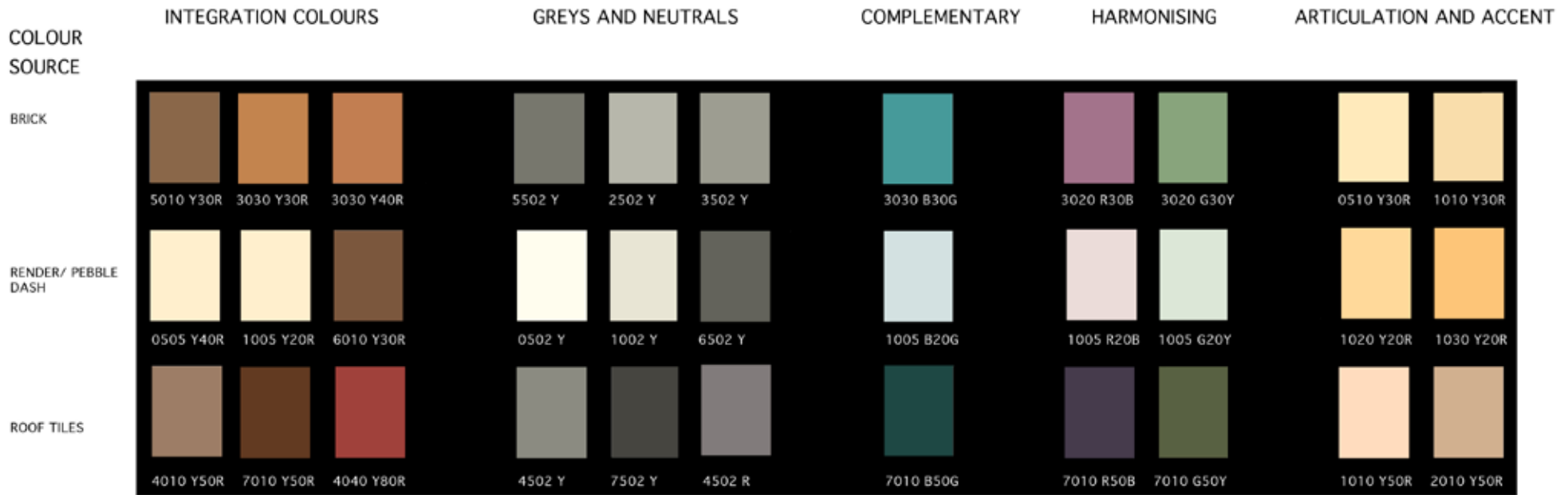
On a wider scale, very careful consideration should be given to development which would completely destroy the open views from this character area (present planning approvals aside) to the open green ridges to the east and west (CA17a) and south-west (CA17b).

Figure 8.6.17; Colour palette recommendations CA06 abc



Fully developed 70s and 80s housing but with a visually strong green corridor connecting the outlying village of Manthorpe to the town. The hospital buildings will require redevelopment in the future and should address a less generic palette of materials. In the short term the landscape framework could be extended to integrate the development more fully into the rest of the character area.

Figure 8.6.18; Colour palette recommendations CA06d



This area enjoys a perimeter to the north and west of open farmland. The proposed expansion in the northwest quadrant will fill in much of the south western edge of this area. New developments need to find an integration of colour and materials with this area.

CHARACTER AREA 07

CA07: Residential Suburbs (north-east); Londonthorpe Lane, Harrowby Estate and Cherry Orchard

Summary

A large character taking most of the north-east edge of the town study area (with only the industrial area of CA16a to the east). It comprises a series of medium and high density residential suburbs with estates of houses dating predominantly from the inter-war (individual houses or small groups), immediate post-war and the latter part of the 20th century, formally and informally laid out, generally (but this is variable) with a generous allocation of green public space (sometimes related to school complexes) and a good number of mature trees. Houses are well constructed with immediate post-war development reflecting the stylistic and layout characteristics of the Garden City movement. Differences in layout and density, presence and character of open space, degree of former character of the landscape being retained (mostly trees) and period of development has defined three sub-areas within this character area.

A key notable characteristic throughout are the views to open and often tree-lined ridge to both the east and to the west (across the River Witham valley to CA17a and CA17b).

Context (including topography and views)

CA07 sits to the north-east of the town centre with a narrow strip of industrial buildings to its eastern edge (CA16a; Alma Park Industrial Estate). To the north is Belton Park Golf Club (outside the study area) which forms part of the English Heritage Registered Park and Garden, Belton Park containing the Grade I listed Belton House to the north. To the west are the strong tree belts of the river corridor of the River Witham with Manthorpe Village (CA13) and Manthorpe Road (CA06a) beyond. To the south is CA04, the continuation of the River Witham corridor but characterised by large open fields which provide the opportunity for good views towards the spire of St Wulfram's to the town centre (CA01) from the southern edge of the character area.

The character area is on steadily rising land which plateaus around Canberra Crescent and then rises steeply to the east and south (beyond the character area) to form the strongly defined open green ridgeline which can be seen from many viewpoints and glimpsed views within this part of the town.

The tree cover within and to the edge of the character area restricts many long views to the centre of town and the spire of St Wulfram's with only glimpsed views had from the most southern corner of sub-area CA07b and a single long view from Belton Lane, an historic route which aligns with the spire of the church of St Wulfram.

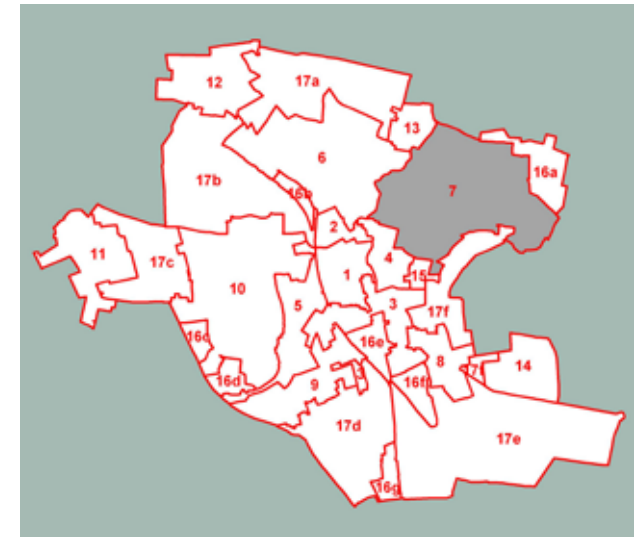


Figure 8.7.01 CA07



Figure 8.7.02; The spire of St Wulfram's Church, a striking landmark in views from higher ground



Figure 8.7.03; Recently completed housing development noted for the retention of 'landmark' mature trees

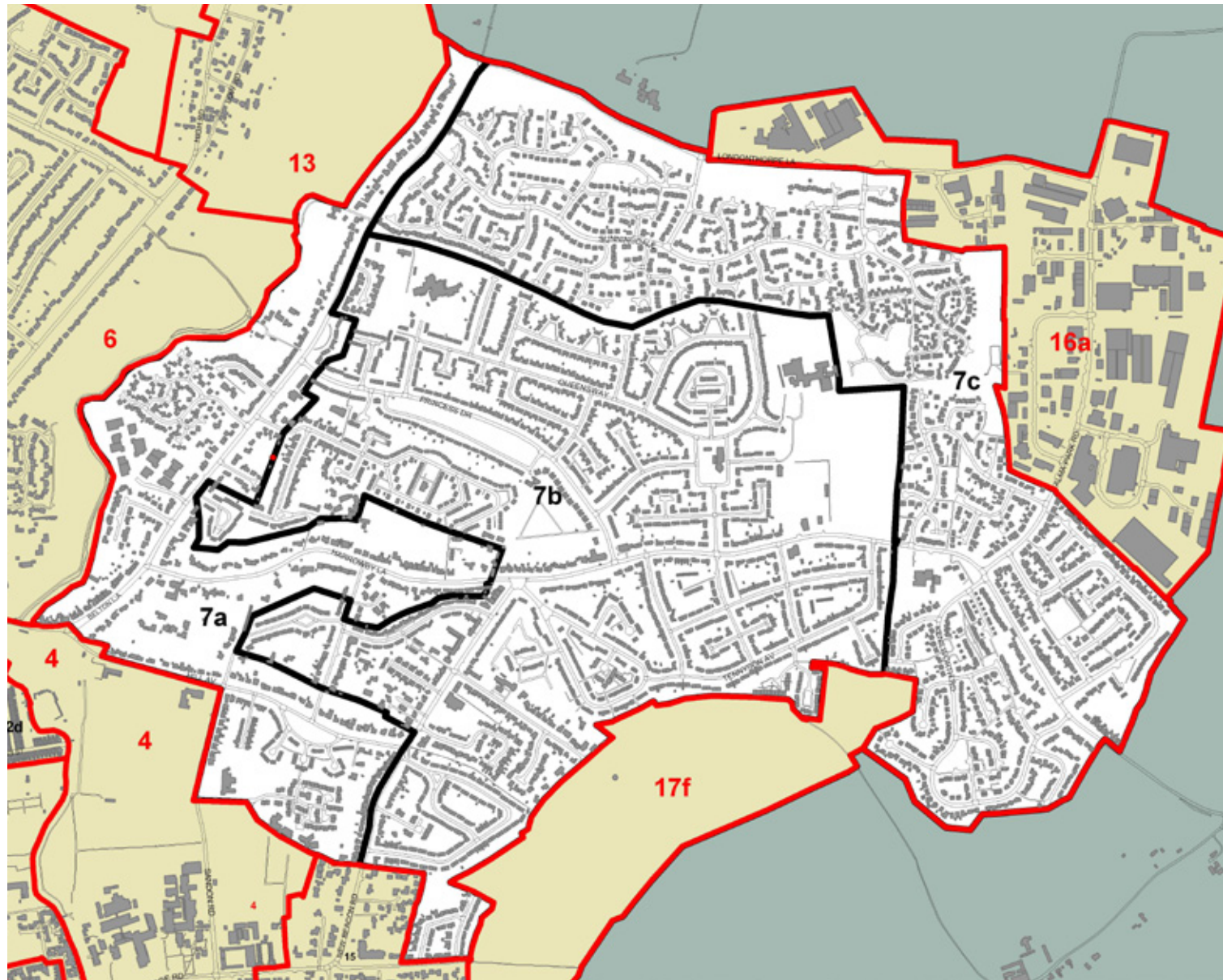


Figure 8.7.04; Figure Ground and sub-areas for Character Area 07

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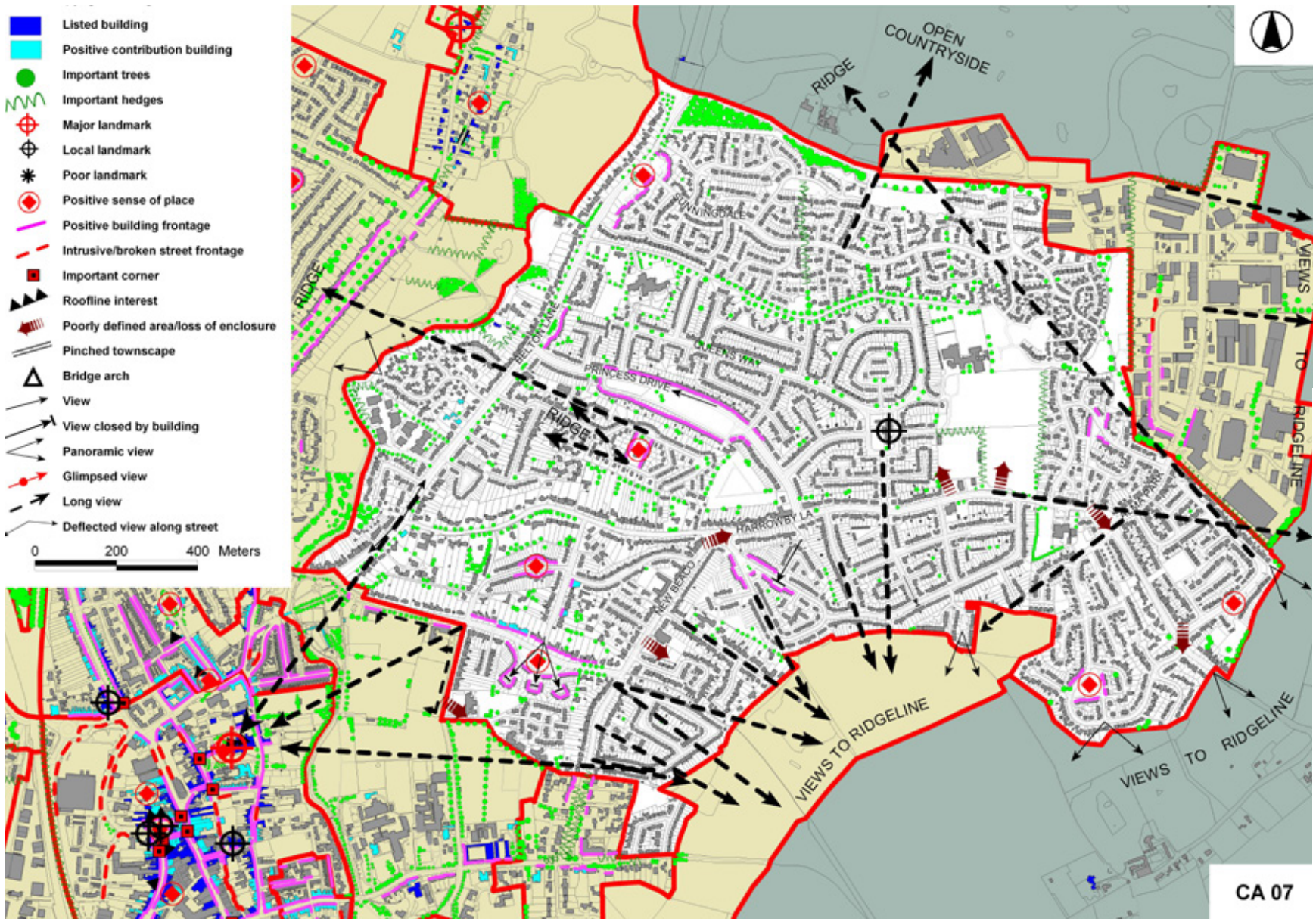


Figure 8.7.05;
Townscape for
Character
Area 07

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Key characteristics

CA07a: Belton Lane and Harrowby Lane (West)

Form/origins:

Part of the Harrowby Estate at a lower density to its neighbours and comprising a mix of some pre-war, inter-war and post-war development

Heritage assets:

Mostly post-war housing, some early field boundaries and remnant farm buildings

Topography:

Belton Lane is level and sits just above and parallel to the valley floor, Harrowby Lane steadily climbs east

Plots:

Mix of semi-detached and detached houses set in generous plots with gardens to the front, side access, off road parking and rear gardens

Building lines:

Consistent, following the line of the street with houses set back

Materials:

A mix of traditional red brick, buff and Fletton brick with some survival of natural slate and clay tile but later use and replacement with concrete interlocking tiles

Scale:

Mostly two storey houses, some bungalows, limited use of roofspace for additional accommodation. Houses have been extended, some significantly

Uses:

Residential throughout – private dwelling houses



Figure 8.7.06; Semi-detached and detached houses in good sized plots (CA07c)



Figure 8.7.07; Wide roads and grass verges are seen to parts of the character area (CA07c)

Trees and greenspaces:

Very little public open greenspace but good survival of mature trees throughout particularly to private gardens

Public realm:

A contrast between the wide verges and tree-lined Belton Lane and the narrow and enclosed Harrowby Lane

Access and connectivity:

Good for the vehicle and pedestrian comprising principal routes to and from the Harrowby Estate and Londonthorpe Lane

CA07b: Harrowby Estate

Form/origins:

Large planned medium density estates of the immediate post-war period reflecting the spirit of the Garden City movement, originally comprising much use of prefabricated housing

Heritage assets:

Mostly post-war housing, some early field boundaries, tree-lined lanes and farmhouses now subsumed in later housing developments

Topography:

Steadily rising land which levels out around Canberra Crescent

Plots:

Some good sized plots, those to corners can be very generous, side accesses and most have front drives (some created from garden areas)

Building lines:

Buildings lines are consistent to streets and areas of open space. Houses are set back with small gardens (often laid over to parking)

Materials:

Mostly red brick, some rebuilding of prefabricated housing, some painted render, concrete interlocking tile roofs and plain clay tile roofs and brick chimneys

Scale:

A mix of single storey and two storey houses, types are sometimes grouped into crescents or cul-de-sacs

Uses:

predominantly residential with district centres, schools and community uses, houses and some flats



Figure 8.7.08 and Figure 8.7.09; Housing in the spirit of the Garden city movement with generous green open space (off Harrowby Lane – CA07b)

Trees and greenspaces:

Good survival of historic boundaries and tree belts and good provision of small, medium and large green public open spaces, often tree-lined or with tree groups within the space

Public realm:

On-street parking throughout, sometimes narrow roads and cul-de-sacs, some grass verges and street trees to principal routes

Access and connectivity:

Generally good access for pedestrians and vehicles due to the network of streets and footpaths

CA07c: Londonthorpe Lane and Harrowby Lane (east)

Form/origins:

1970s, 80s and 90s small to medium sized medium to high density housing estates set on large loop roads and cul-de-sacs

Heritage assets:

Mostly post-war housing and some early field boundaries

Topography:

Steadily rising land form from north to south and east

Plots:

Small to medium sized plots with generally small front and rear gardens

Building lines:

Varied and irregular following the meandering line of access roads almost throughout but with slightly more uniformity to the south

Materials:



Figure 8.7.10; Large loop roads are a characteristic (CA07c)



Figure 8.7.11; Mature street trees define key routes (CA07c)

Wide variation of brick colours and types and mostly modern clay tile roofs, and some tile hanging

Scale:

Mostly two storey houses, some bungalow development but this is mostly interspersed and not grouped

Uses:

Predominantly residential – private houses



Figure 8.7.12; Typical residential street to sub-area CA07b with glimpsed views to an open and often tree-lined ridge of the open countryside to the north and east

Trees and greenspaces:

Strong presence of tree belts throughout, some historic field boundaries survive and mature street trees

Public realm:

Generally wide streets, many with grass verges, varied boundaries, open spaces and street trees

Access and connectivity:

Good network of streets and footpaths although much development is inward facing. Access to the open countryside and the river corridor

Overview of character area CA07

Grain/density/plot coverage

The inter-war and post-war periods see the expansion of Grantham along the principal routes; Harrowby Lane and Belton Lane north-east out of the town (CA07a). These semi-detached and detached houses and bungalows are generally at a low to medium density on generous plots often with vehicle side access, good sized front and back gardens with off-street parking, some detached garages and varied but mostly robust mature boundary treatments.

The immediate post-war estates to the areas known as the Harrowby Estate and Cherry Orchard (CA07b) to the centre of the character area display distinct patterns of streets and plots set out at a medium density. Plots are relatively generous throughout many with side access and larger corner plots with houses angled to the road or more often cul-de-sac. Houses are generally laid out in short terraces or semi-detached houses in groups. There is good public amenity space within estates – small urban parks, greens and informal recreation spaces

throughout.

There is some variation to estate layout ranging from the long straight or slightly cranked principal roads of Byron Avenue and Queensway with their equally straight arterial roads perpendicular to the main road, usually ending as cul-de-sacs or small open crescents, to the sweeps and angular turns of Canberra Crescent and Belton Avenue respectively. All houses and bungalows in this character area are set back from the road in their own front gardens and follow consistent building lines shared within roads. Boundary treatment varies but generally comprises either low hedges, fences or are open. In some cases gardens have been laid over to parking either informally or formally through the use of hardstandings. This is beginning to change the character of some parts of the sub-area.

The 1970s (to the south of CA07c) 1980s and 1990s housing estates (sub-area CA07c) are built to a medium to high density and are characterised by having a single main access road with a single entry point or a loop and many feeder roads serving cul de sacs and smaller loops. There is an informality to the building line which follows the constantly curving roadside leading to staggered frontages and the informal grouping of houses around a shared surface close or cul-de-sac. Houses have open frontages, are set back from the roadside (except where flanks of houses are seen fronting principal routes) and have small front and rear gardens. These areas are generally considered not very legible and tend to lack a sense of place. This type of layout often leads to dead frontages onto principal routes such as is seen to sections of Sunningdale.



Figure 8.7.13; Semi-detached houses set back from the roadside (CA07a)

Scale

There is a consistency to this large character area in terms of the height of buildings. Through all periods of development, there are rarely any houses above two storey, and relatively little use of roofspaces to accommodate additional living space, with the exception of houses to the older areas found in sub-area CA07a. There is the occasional flat block at three storey (to district centre at junction of New Beacon Road and Harrowby Lane) and two and a half storey houses to early 21st century development south of Londonthorpe Lane. Houses are generally set with the eaves parallel to the roadside although there is some variation throughout the character area particularly to the 'cottage style' groups to sub-area CA07b and the early 21st century developments to CA07c (Cavendish Way). Single storey bungalow houses tend to be grouped to particular roads or within groups in estates although single examples are found particularly to CA07a.

Uses

The principal land use is residential and this mostly comprises single family dwelling houses. There are some purpose-built blocks, particularly to sub-area CA07b. These are grouped around the district centre. The district centre comprises a terrace of seven shops; small supermarket/newsagent, take-away, hairdressers, pharmacy and community facilities. There are a small number of public houses, although these are diminishing in number, and a church and chapels and associated buildings are also to be found within the residential estates. There are also five schools and their associated playing/recreation and sports fields.

Building types

Most houses within the character area are either semi-detached or detached. There is the occasional grouping of houses to form short terraces (no more than six).



Figure 8.7.14; Semi-detached houses set to large open greenspaces (CA07b)

A number of areas of housing appear to have originated as prefabricated houses but have been rebuilt in brick. Their regimented and uniform style and form is seen to good effect to Tennyson Avenue and the roads leading to and from this, south of Harrowby Lane and along Belton Avenue.

Architectural qualities

There is no true style which dominates other than a very weak version of what could be considered Domestic Revival (originating from the Arts and Crafts movement) but on a much smaller cottage scale. The estate houses of sub-area CA07b could be considered to be in a 'Garden City' style and share some of the common characteristics of this style, namely a cottage scale, with small windows, some projecting gabled bays and small porches or door hoods.

House types are generally very consistent within groups and there is much repetition within the estates of the 1970s and 1980s, the post 2000 development is more varied in its external appearance drawing on vernacular cottage influences in terms of architectural style. They are nonetheless standard house types.

Heritage Assets (including designations)

There are no statutory listed buildings within this character area and no designated conservation area in or adjacent to the character area boundary.

There are some notable earlier, mostly 19th century houses and outbuildings to the west side of Belton Lane which are of local historic and architectural interest and a small number of stone and part



Figure 8.7.15; Older farmhouses and some early houses have been subsumed by later development. There is a good use of locally distinctive materials to these earlier buildings.

stone and render built semi-detached and detached houses to Hill Avenue and Signal Road. These houses have a distinct vernacular quality to them principally due to the use of stone and pantiles for the roofs and large central chimney stacks. This quality sets these houses apart from those adjacent with the houses to Hill Avenue making a particularly attractive group.

Materials and colour palette

Stylistically in terms of the use of materials there is wide variation across the character area. However, almost all development would be generally considered as traditionally built; brick and tile. Brick is the predominant walling material throughout. There are many different colours, textures and finishes, from red (predominant), orange and buff bricks in straight colour and multi-bricks and the deeper red/browns of the inter-war and immediate post war examples. Render is also seen and generally defines particular roads or areas of housing (the area known as Cherry Orchard (CA07b) is predominantly render). Tile hanging is seen to the 1970s houses to the southern part of CA07c and individually elsewhere. There are isolated houses of coursed Ancaster stone particularly to Hill Avenue.

Roofs are a mix of clay tile, either traditional plain tiles but mostly machine cut plain, or concrete interlocking tiles. There is the occasional use of modern pantile. Some natural slate survives to older houses.

Public Realm

The quality of the public realm is generally high and

there is good provision of public space and wide carriageways, often with grass verges and some street trees to principal routes. On-street parking is generally seen throughout sub-area CA07b. Given the narrow section of some streets to this sub-area, there is also a trend to turn front gardens either partly or completely into parking areas generally to the detriment of the character of the sub-area.



Figure 8.7.16; There is a strong colour and texture to some of the more vernacular materials seen within this character area.



Figure 8.7.17 and Figure 8.7.18; Mature street trees and remnant historic field boundaries are positive features in the townscape and greatly add to the quality of the public realm (CA07a)

Figure 8.7.19; Colour palette

CA07 ab

COLOUR
SOURCE

BRICK



PANTILES

FACIAS
WINDOW FRAMES

CA07 c

COLOUR
SOURCE

BRICK
PEBBLE DASH



RENDER

LANDSCAPE



Figure 8.7.20 and Figure 8.7.21; Well-maintained properties and front gardens

Connectivity

The degree of permeability varies within sub-areas with the earlier estates of immediate post-war (CA07b) being the most accessible and connected for both the car and pedestrian. There is a surprisingly limited footpath network through the character area with the only cross pedestrian routes

of note being Green Lane running from Belton Lane right up to new development (post 2000) in Portmarnock Way and forming the boundary between sub-areas CA07b and CA07c and the footpaths between Harrowby Lane and Hill Avenue.

The character area is well-connected to the open countryside throughout with public paths allowing access east and south and access to the river corridor west which links to the town centre to the south.

Open space

There is good provision of open space throughout the character area with a combination of greenspace designed to form an integral part of developments occasionally including the retention of historic field boundaries and tree belts (such as those seen to parts of CA07b). This includes formal and informal greens, very wide grass verges, allotments and more semi-natural spaces retained during developments (such as some of those seen to CA07c – along Londonthorpe Lane).

There are large recreation and sports fields linked to schools, often with full public or semi-public access (linked to public rights of way).

There are some large private gardens to properties (particularly to sub-area CA07a). These have mature boundaries and are well landscaped with mature trees forming part of the wider public realm. This is particularly the case with regards to sections of Harrowby Lane (those within CA07a) and both sides of Belton Lane.

Biodiversity

The range of semi-natural and amenity public spaces, together with private gardens, and the green corridor of the River Witham and Green Lane form the main habitats within the character area. The medium density of much of the development means that gardens form important urban habitats and wildlife corridors in places, particularly those backing onto informal open spaces. Larger gardens often link to form significant tree belts (with some former historic field boundaries surviving) and habitat patches in places such as around Londonthorpe Lane, Harrowby Lane and Green Lane. These urban habitat patches are often linked directly or indirectly to the open countryside adjacent to the northern, eastern and southern edges of the character area.

Condition

Most private property is in good condition with very limited underuse of land or neglect of the repair or maintenance of houses. Most public amenity greenspaces are popular well-maintained recreation areas. There is some significant loss of front boundary walls to some houses particularly to the groups within sub-area CA07b. In places carriageways are narrow and parking restricted encouraging the use of front gardens for parking. This has had a detrimental effect on the character of houses in places.

Ownership

Most housing is privately owned, some is in the ownership of housing associations and some is semi-sheltered accommodation. Most School

Figure 8.7.22; Colour palette recommendations CA07 ab



Mainly mature inter-war and post-war housing with a strong 'green' infrastructure. The current density makes new development limited.

Figure 8.7.23; Colour palette recommendations CA07 c



This character area is primarily defined as a “green” corridor, much of the built environment is screened by planting. To the south west the road joins Wyndham Park, to the north west, Belton Park. This mature townscape requires restrained use of colour.

buildings and associated grounds are in the ownership of Lincolnshire County Council.

Negative qualities of the area

- Loss of front garden areas to parking and hardstandings
- The overgrown site to the west of the Parish Church of the Ascension, Harrowby

Key Design Principles (general)

- Carefully consider parking in any proposals for development particularly within the established urban areas of the character area
- Maintain and enhance green boundaries
- Carefully consider the established layout of adjacent development and ensure that there is not a continuity of bad practise – such as creating long dead frontage onto principal routes
- Retain views to the ridgeline(s) and locate new buildings (at an appropriate scale) in such a way so as to not impede these long views
- Maintain a softened edge to the River Witham corridor

Intervention –including identification of potential sites for change

- Introduce to remodelled grass verges more street trees to principal routes (such as New Beacon Lane)
- Consider the removal of barriers and provision of more shared space to the New Beacon Lane/ Harrowby Road district centre and replace the

existing roundabout with a new shared space in combination with possible development to tighten the junctions at this important convergence of key routes.

Limits to Growth

A final phase of development, presently being completed (November 2010) to the far north-east corner of the character area will enclose public green amenity space associated with the school (Grantham Church VA High School). Further encroachment on this space would be detrimental to the character of the area and would result in the loss of valuable open space. There is only very limited capacity for further development within the established urban grain of the character area. Large gardens, particularly to Harrowby Lane and Belton Lane are likely to come under pressure for development in the same way in which gardens and large plots have been lost to CA15 to the south. This would generally be to the detriment of the character of the area and where proposals involved the removal of trees or historic hedge boundaries they should be resisted.

The edges of the character area particularly to the east (below the industrial estate – CA16a) are particularly sensitive to change as part of the defining wider townscape character of this area are the views out of urban settlement to open green and often tree-lined ridges. Where development would maintain these views, limited expansion could be possible, but where proposals would enclose these views and urbanise the steeper slopes of the ridge they should be resisted.

CHARACTER AREA 08

CA08: Residential Suburbs (south-east); St Vincent and Somerby Hill

Summary

This residential character area to the south-east of the town centre is set at a medium density throughout but with varied sizes and building coverage to plots. There is also some variation to the architectural character and specifically the way in which some houses incorporate local materials (Ancaster stone) and handle the distinct gradient seen throughout the character area in a very confident and successful manner (CA08b). There are three small sub-areas to reflect the architectural variation and use of materials, historic origins (houses built within the former grounds of the Grade II listed St Vincent's House, period of houses and building type, but this character area is generally unified and cohesive as a suburb).

Context (including topography and views)

This character area is to the south-east of the town centre and is the edge of residential development to this side of the town. It is set on steadily rising land which forms Somerby Hill. Beyond fields to the east (part of CA17f) is the Prince William of Gloucester Barracks (CA14) set almost on the brow of the hill. To the south are the open rolling fields of CA17e; the Southern Quadrant. The gradient of the land form at the southern edge of the character area is significant as the fields dip down to the wooded river valley and train line.

Given the elevation and steady slope to much of this character area, there are a number of views to

open countryside and the green ridge to the west side of the River Witham valley. There are also views west to the modern maltings on Harlaxton Road and north-west to the stone tower of St John's church. The Grade II listed converted maltings adjacent to the river can be glimpsed above the terraced houses to the west side of Harrowby Road (CA03c).

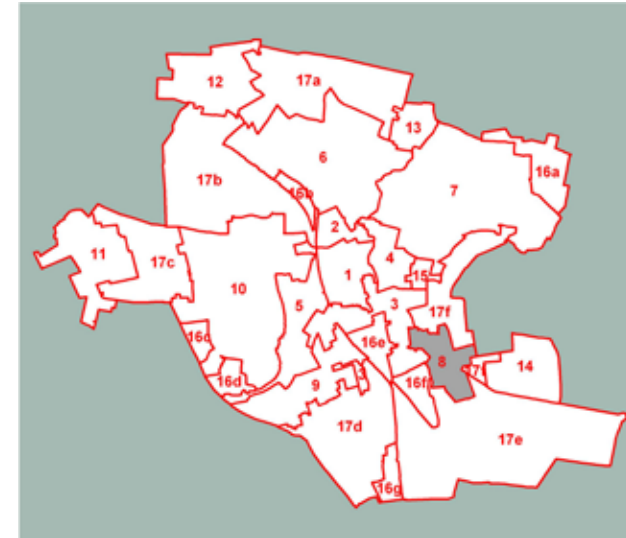


Figure 8.8.01 CA08



Figure 8.8.02; Glimpsed views to St Vincent's House



Figure 8.8.03; Residential sub-areas are very much defined by the topographical location (the David Eatch Estate - CA08b)

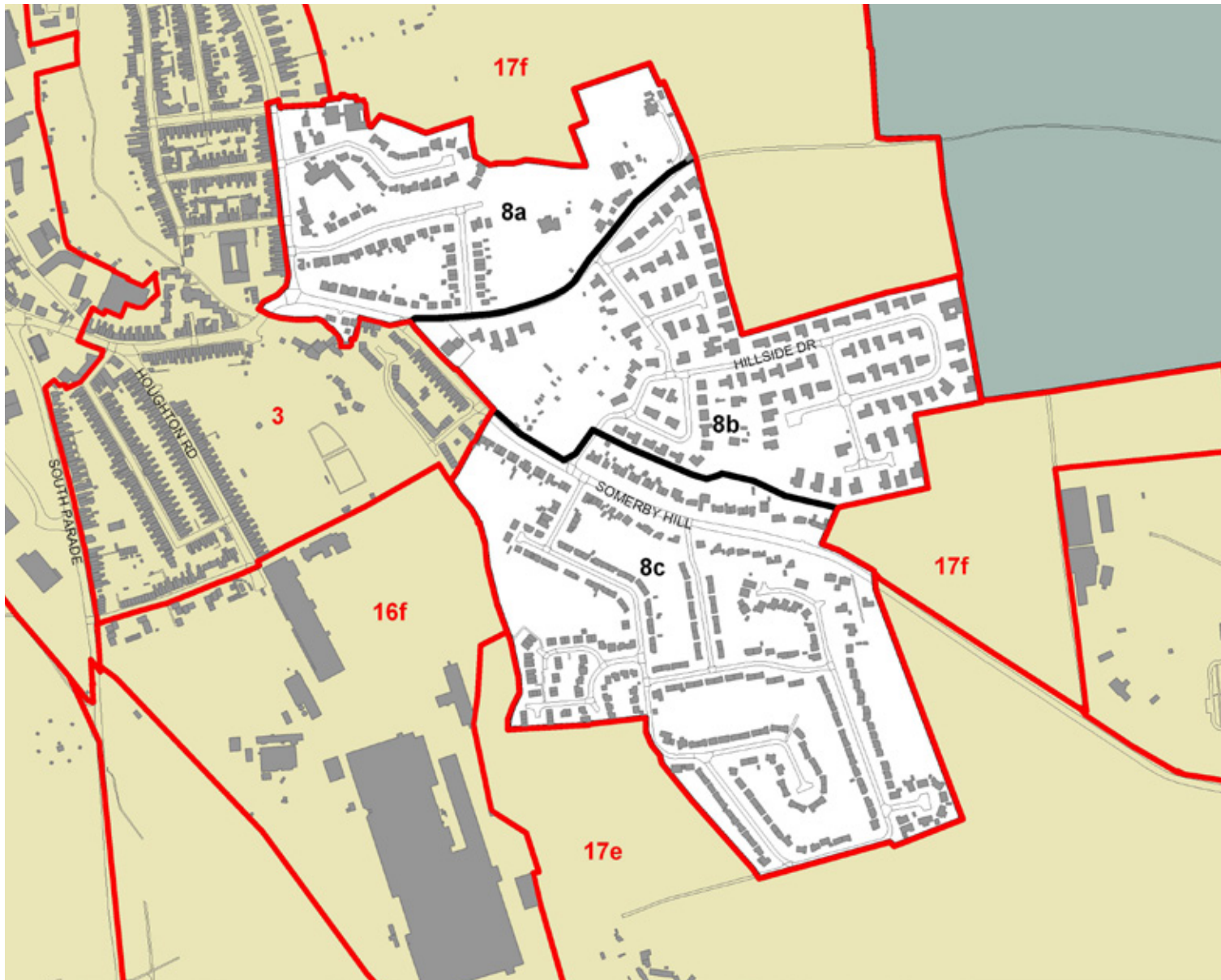


Figure 8.8.04; Figure Ground and sub-areas for Character Area 08

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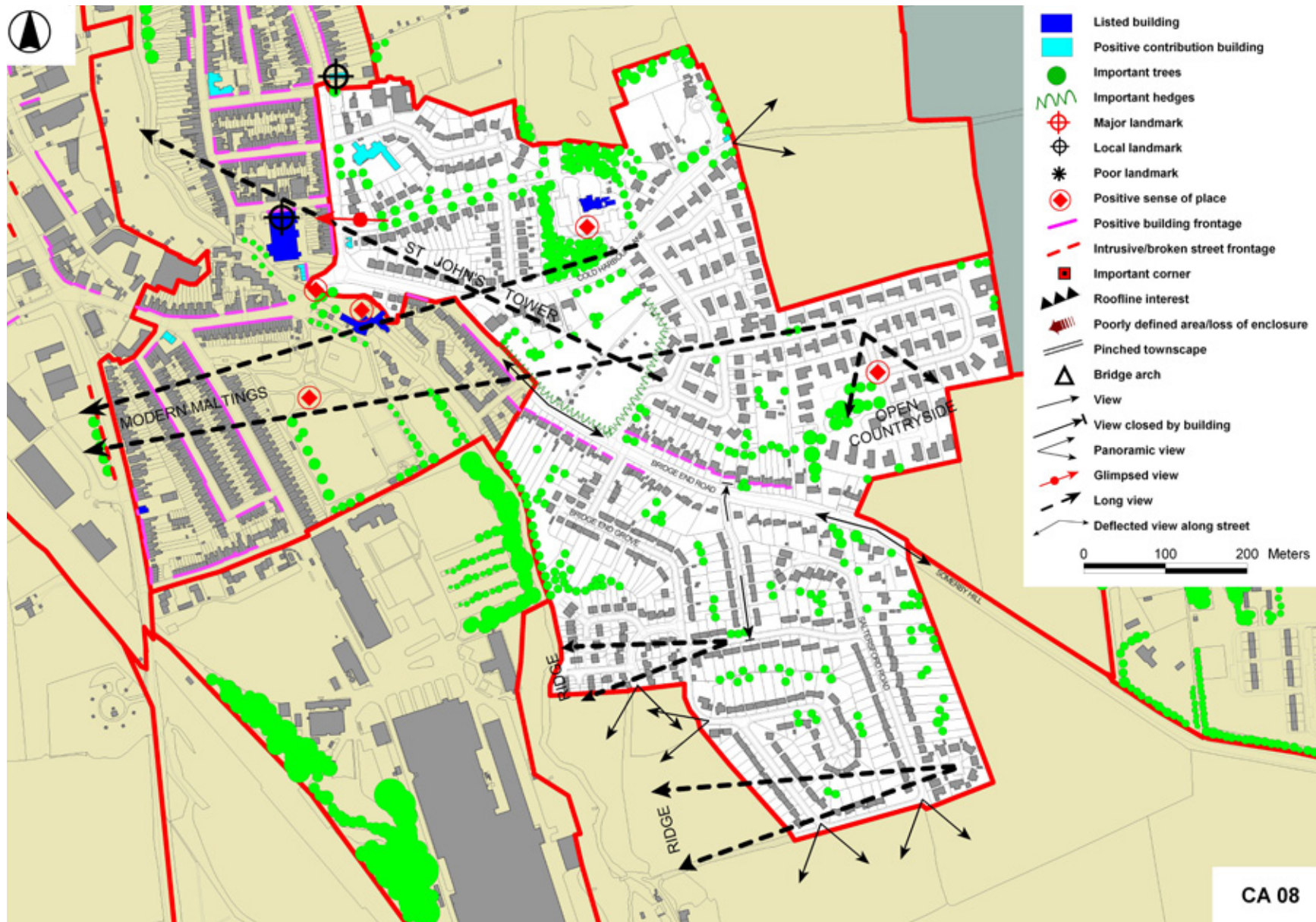


Figure 8.8.05; Townscape for Character Area 08

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Figure 8.8.06; Street trees on the approach to St Vincent's House, a remnant of the former landscaped approach to the house (CA08a)



Figure 8.8.07; The distinctive use of reconstituted stone is characteristic of the David Eatch Estate (CA08b)

Key characteristics

CA08a: Cold Harbour Lane and St Vincent

Form/origins:

Residential development built in part within the grounds of the Grade II listed St Vincent's House

Heritage assets:

The Grade II listed St Vincent's House- an attractive Victorian Villa set in its own grounds of considerable historic importance given its WWII associations with the RAF

Topography:

Steadily rising land form from the river valley eastwards

Plots:

Mostly regular plots, long gardens, St Vincent's House and others set on large landscaped plots

Building lines:

Mostly consistent to roadsides

Materials:

Red and buff bricks, some concrete panels, some tile hanging and concrete interlocking tiles. Rock-faced limestone and natural slate to St Vincent's

Scale:

Mostly single and two storey houses, St Vincent's is a small country house at two and a half storey

Uses:

Private dwelling houses, St Vincent's is a small country house in grounds

Trees and greenspaces:

Good tree belts and wooded areas around St Vincent's House, avenue of trees to former approach

Public realm:

Open boundaries, some grass verges and tree-lined avenue (formerly to St Vincent's House)

Access and connectivity:

Good access to open countryside to the east

CA08b: The David Eatch Estate

Form/origins:

1970s housing estate

Heritage assets:

Post-war 1970s housing of some architectural quality and cohesion

Topography:

Steeplly rising land form

Plots:

Medium to large regular plots with land all around, detached houses

Building lines:

Consistent to the access roads and grid

Materials:

Buff brick, reconstituted stone and Ancaster stone panels and sections, concrete interlocking tiles for roofs

Scale:

Single storey houses but split level often with accommodation set over garaging at lower level

Uses:

Private dwelling houses throughout, allotments to the western corner of the sub-area

Trees and greenspaces:

Well landscaped gardens throughout; mostly ornamental trees to front and rear gardens



Figure 8.8.08; The Grade II listed St Vincent's House glimpsed between trees beyond its garden wall

Public realm:

Open boundaries gives a sense of space despite relatively narrow carriageways, off-street parking but no street trees

Access and connectivity:

Good access and connectivity due to a grid pattern of roads, however only a single entry and exit road

CA08c: South of Somerby Hill**Form/origins:**

Mix of 1970s and 1980s housing development

Heritage assets:

No above ground heritage assets present

Topography:

Steadily falling land form west towards the River Witham valley

Plots:

Regular plots at a medium to high density

Building lines:

Consistent to access roads

Materials:

Red and buff bricks and some multi-stock type bricks, some render, tile hanging and mock timber-framing and concrete interlocking tiles to roofs throughout

Scale:

Mostly two storey houses with low pitched roofs, some single storey (bungalows) interspersed but usually found in small groups of two or three

Uses:

Private dwelling houses throughout

Trees and greenspaces:

Ornamental trees and shrubs to landscaped gardens, very little public greenspace

Public realm:

Generally narrow carriageways but with off-street parking, no grass verges (except for Somerby Hill) or street trees

Access and connectivity:

Good, due to an informal grid of streets and several access points, access to open countryside although there are no public rights of way

Overview of character area CA08**Grain/density/plot coverage**

Houses are a mix of semi-detached and detached houses and are set in regular plots throughout at a low to medium density. Those to the David Eatch Estate (sub-area CA08b) are set with gardens all around the houses. This gives a real sense of openness and low density to this part of the character area. There are some very large and very deep gardens to parts of the character area, particularly those houses fronting Somerby Hill (sub-area CA08c). All houses are set back from the roadside with gardens to the front. Boundaries vary with some open (for example those to CA08a and CA08b) and others closed with low boundary walls and hedges (CA08c). The building line remains consistent within roads providing much structure to the townscape throughout the character area.

Scale

Houses are mostly two storey with low pitched roofs. Most have eaves lines parallel with the roadside, although some roofs are hipped and occasional gables break up the street scene. Houses to the David Eatch Estate (CA08b) are well-designed and sit low and unobtrusively on their steep sided sites. Roofs are very low pitch and houses are set into the hillsides with garages often set down from the 'ground floor' which then travels over the garaging.

St Vincent's House as a small country house is on a grander scale (at a two and a half storey with a prominent roofscape). What is now Shirley Croft Hotel is also on a grander scale compared to surrounding houses but at two storey.

Uses

The character area is almost entirely private dwelling houses. There is a petrol station to the foot of Somerby Hill (set on an open junction with Cold Harbour Lane) and allotments adjacent to this site. Shirley Croft Hotel is located to the east side of Harrowby Road.

Building types

The vast majority of houses to much of CA08a and CA08c are standard house types from the 1970s and 1980s, including chalet bungalow designs with strongly defined roof forms (St Vincent's Road). Fronting Somerby Hill, there is more variation, with some slightly older building stock showing more varied use of materials and articulation to the roof. The houses to the David Eatch Estate are more individually designed and take great advantage of their sloping sites in addition to using the local Ancaster stone for panels and projecting bays.

St Vincent's House is described on the statutory list as a small country house and would have sat in generous landscaped grounds (now built upon). Its lodge house remains in Harrowby Road giving some indication of the importance and scale of the grounds and the house when built.

Architectural qualities

Much of the housing to this character area is architecturally uninspiring although collectively houses form attractive well-maintained estates of well-built flexible accommodation. There is some good design and use of materials to be found to the David Eatch Estate (CA08b) and along the frontage housing to Somerby Hill (CA08c).

St Vincent's House is in a Gothic Revival style and constructed of a distinctive rock-faced Ancaster stone, with ashlar dressings and steeply pitched Welsh slate roofs, with decorative ridge tiles. There are also ashlar coped gables with moulded kneelers and finials. The doorway has a pointed arched moulded ashlar surround, with marble shafts and hood mould which adds to the strong Gothic presence of the house. But perhaps most evident is the landmark north-west corner tower of three storeys with the third floor comprising an 8-light glazed arcade, with marble shafted columns and cusped tops. The complete ensemble is well considered and the Gothic theme convincing and complete.

Heritage Assets (including designations)

St Vincent's House is a Grade II listed small country house. The house was built c.1868 for Richard Hornsby an industrialist who owned the local iron works. From 1922-77 this house was

the property of the Air Ministry, and from 1937 to 1943 the Headquarters of No. 5 Group, Bomber Command. The famous "Dambusters" Air Raid on the Ruhr Dams, by 617 Squadron, was controlled from this house. The house became the District Council Headquarters in 1977 but is now in private ownership. The former lodge to St Vincent's House still survives on Harrowby Road but is now truncated from its former estate by the houses built within the grounds of St Vincent's House on the 1970s.

The former house now Shirley Croft Hotel, Harrowby Road is an eclectic late 19th century house, much extended to the rear with single storey buildings and with early 20th century extensions to the original composition. The notable use of a buff/gault brick and faux timber-framing to the upper storey and projecting southern bay make this a well considered older house in the street scene. The building still essentially retains its historic form and scale despite later alterations.

None of the character area is within or adjacent to a designated conservation area.

Materials and colour palette

Most houses are constructed of red or buff bricks with some multi-stock type bricks. There is some tile hanging and use of render for panels. The David Eatch Estate is distinctive for its use of both Ancaster stone in a rubble form but laid to courses for panel sections of walling, chimneys and gables. Boundary walls where seen take the form of a reconstituted stone component also laid to courses very effectively.

St Vincent's House is constructed of a rock-faced limestone, with ashlar dressings and steeply pitched Welsh slate roofs, with decorative ridge tiles. Ashlar

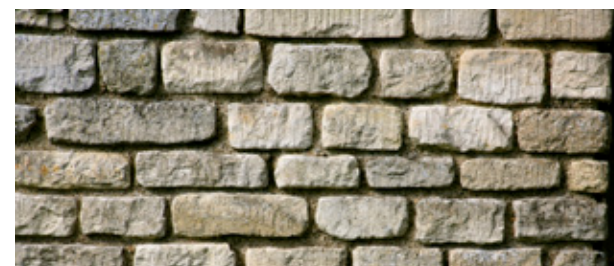


Figure 8.8.09; Red brick, reconstituted stone and Ancaster stone are used for walling within this character area



Figure 8.8.10 and Figure 8.7.11; Views across the valley from the David Eatch Estate (CA08b)

coped gables with moulded kneelers and finials. In this respect it is very different to anything else within the character area.

Public Realm

Much of the character area enjoys an open spatial quality due to very low boundary walls or hedges or open boundaries to mostly grassed front lawns which link visually with grass verges. The surviving avenue of mature trees to St Vincent's Road gives a particularly sylvan quality to this minor residential street. Elsewhere, particularly south of Somerby Hill (CA08c) the carriageways are narrow and there is some on-street parking but no grass verges or street trees. To this sub-area there is more encroachment of parking onto front gardens to the detriment of the houses and the street scene.

The light columns to Somerby Hill are out of scale with the residential sections of the streets they serve, particularly around the junction to Cold Harbour Lane.

Connectivity

There is generally good access to the sub-areas of the character area although in some instances this is a single entry and exit point for vehicles. There is good access and connectivity to the open countryside surrounding much of the character area although much of this is informal and doesn't form part of public rights of way. The character area is linked to the footpath access to the town along the river corridor at its western edge as the road crosses the river.



Figure 8.7.12; Remnant survival of heritage assets (brick boundary wall to grounds of St Vincent's (CA08a)



Figure 8.7.13; Rhythm of regular housing plots and street trees adds to the character of sub-area CA08a

Figure 8.8.14; Colour palette

CA08

COLOUR SOURCE

BRICK



STONE



ROOF TILES



LANDSCAPE



Open space

There is a very limited provision of public open space within the character area. There are some tree clusters to open greens within the David Eatch

Estate (CA08b) and these form an attractive part of the planned layout of the estate. Allotments to the north of Bridge End Road are important open amenity spaces but essentially a series of private spaces.

The gardens to houses along Somerby Hill and the east side of Saltersford Road (both CA08c) are important private open spaces and are often well landscaped and include mature broadleaf trees within them or to the edges. This is also the case to Bridge End Grove.

Biodiversity

There are some very well served wildlife habitats within and to the edges of this generally well-wooded character area. The backdrop to development is often tree-lined and includes the tree belts to the River Witham corridor and the former landscaped gardens of St Vincent’s House and other houses to Cold Harbour Lane.

Mature landscaped gardens are often linked to each other by hedge and tree-lined boundaries and to the wider open countryside or the river corridor. This combination of surviving mature broadleaf tree groups and proximity to large natural habitats make this a very rich part of the town in terms of biodiversity.

Condition

The character area is very good condition with no apparent under-used land or neglected sites or buildings.



Figure 8.8.15; Views from CA08 west along Bridge End Road to the former maltings and beyond the tower St John’s

Ownership

Houses are predominantly in private ownership, there is only limited rented accommodation.

Negative qualities of the area

- Lack of street trees to sub-areas CA08b and CA08c
- Excessive and oversized street lighting to Somerby Hill

Key Design Principles (general)

- Maintain and protect the surviving setting of St Vincent's House
- Retain existing street trees where found
- Retain sense of openness to the development within sub-area CA08b
- Carefully consider development to the edge of the character area particularly to the south (CA17e) – maintain green hedge boundaries and historic lanes
- Discourage the complete loss of front gardens to parking areas (although it is not a significant issue in the character area)
- Ensure the retention of larger gardens which often include strong tree groups which combine to form belts forming an attractive backdrop to development (particularly along Somerby Hill)

Intervention –including identification of potential sites for change

- Consider reducing the number of lamp columns and the scale of street lighting to Somerby Hill

Limits to Growth

There are some large and very large gardens within this character area which are likely to come under pressure for redevelopment. There is generally very limited capacity for developments to take place where it wouldn't have a significant impact on the established low to medium density suburban character. It will also often lead to the loss of mature trees to rear gardens which presently form part of an attractive green backdrop to houses, particularly to Somerby Hill (CA08c). Significant growth is planned for the area to the south (CA17e; the Southern Quadrant). Care needs to be taken to retain the green hedge field boundaries which presently survive to the lane adjacent to the Southern Quadrant character area. Whilst obvious links can be made with the established network of streets care needs to be taken in terms of the scale of proposed adjacent development and how it addresses the gradient in adjacent land form, so as not to be oppressive or unduly prominent to the established residential suburb. The road network to sub-area CA08c comprises relatively narrow carriageways and should not be used as principal access routes for vehicles to possible adjacent developments.

The surviving open landscaped setting of St Vincent's House and other heritage assets identified (Shirley Croft Hotel) should be maintained and enhanced. There may be some scope for the replacement of later (modern) buildings to the rear of Shirley Croft Hotel.



Figure 8.8.16; Sub-area CA08c is glimpsed to the left of this photograph. This shows the level change and challenges of relating proposed development to the Southern Quadrant with the established suburban development of CA08c

Figure 8.8.17; Colour palette recommendations CA08



A suburban landscape of bungalows, split level houses and individual residencies. The landscape is mature, with an emphasis upon ornamental species, including Copper Beech and Silver Birch. The spacious feel of this neighbourhood can be maintained with pale recessive colours, setting development back into the landscape.

CHARACTER AREA 09

Summary

This character area is focused around two principal routes into and from the town; Harlaxton Road and Springfield Road. The area is characterised by a series of largely unconnected housing estates dating from the inter-war semi-detached housing to the southern end of Huntingtower Road (CA09a), the immediate post-war development of Walton Gardens (CA09c) to the present (November 2010) construction of houses to what is known as the Mallard Quarter (adjacent to Hudson Way) (CA09b) and houses and flats to Harris Way (CA09d). They are all accessed from either Harlaxton Road or Springfield Road and each is subtly different reflecting materials, styles and layout patterns of their era. These are generally at a medium to high density and have underlying strongly defined character due to the predominance of a single building type and a continuity in building line. There is also a strong uniformity in plot widths within sub-areas. Part of the character of the area is the distinctiveness and diversity of the sub-areas and lack of connectivity between housing developments and the way in which they each read as self-contained and in some case inward looking developments.

There are five sub-areas which reflect the variation in layout, density and period of the developments along Springfield and Harlaxton Road.

Context (including topography and views)

CA09 sits predominantly to the south side of Springfield Road and Harlaxton Road, with a section of Huntingtower Road (CA09a) and Hudson Way

(CA09b) to the north side. The latter is set between the malting complex of CA05c and the railway line which cuts the character area off from the town centre to the east. To part of the northern boundary and part south there are the sub-areas of CA03; terraces of housing which contrast with the lower density of the sub-areas of CA09. To the remaining sections of the north boundary there is the malting complex of CA05c and the canal corridor of CA05b. This mix of industrial areas and diverse residential areas to the boundaries adds to the general sense of a mixed uses area to this south-west and western corner (including parts of CA10) of the town study area.

The area sits on the lower slopes of the steeply rising land which eventually plateaus to Gorse Lane to the south (CA17d). The rising land form generally gives views north across the residential suburbs of Earlesfield and on to Green Hill (CA10). There are also some views to the modern maltings complex to character area CA05 on Harlaxton Road.

Key characteristics

CA09a: Huntingtower Road (southern end)

Form/origins:

Inter-war semi-detached houses

Heritage assets:

Mostly inter-war terraced housing. No above ground heritage assets present

Topography:

Landform is flat

Plots:

Regular, high density plots, semi-detached houses

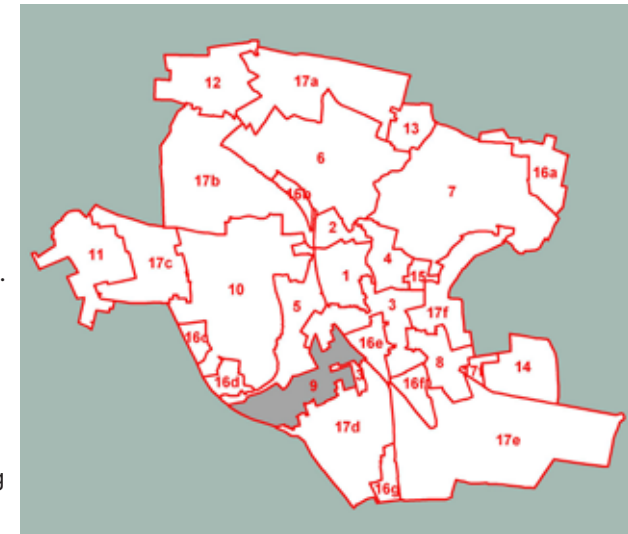


Figure 8.9.01 CA09



Figure 8.9.02; Within CA09, there are often views to distant ridge lines particularly from open greenspaces



Figure 8.9.03; A robust and sometimes harsh public realm with houses often inward looking into car dominated courts is a characteristic of recent development to CA09

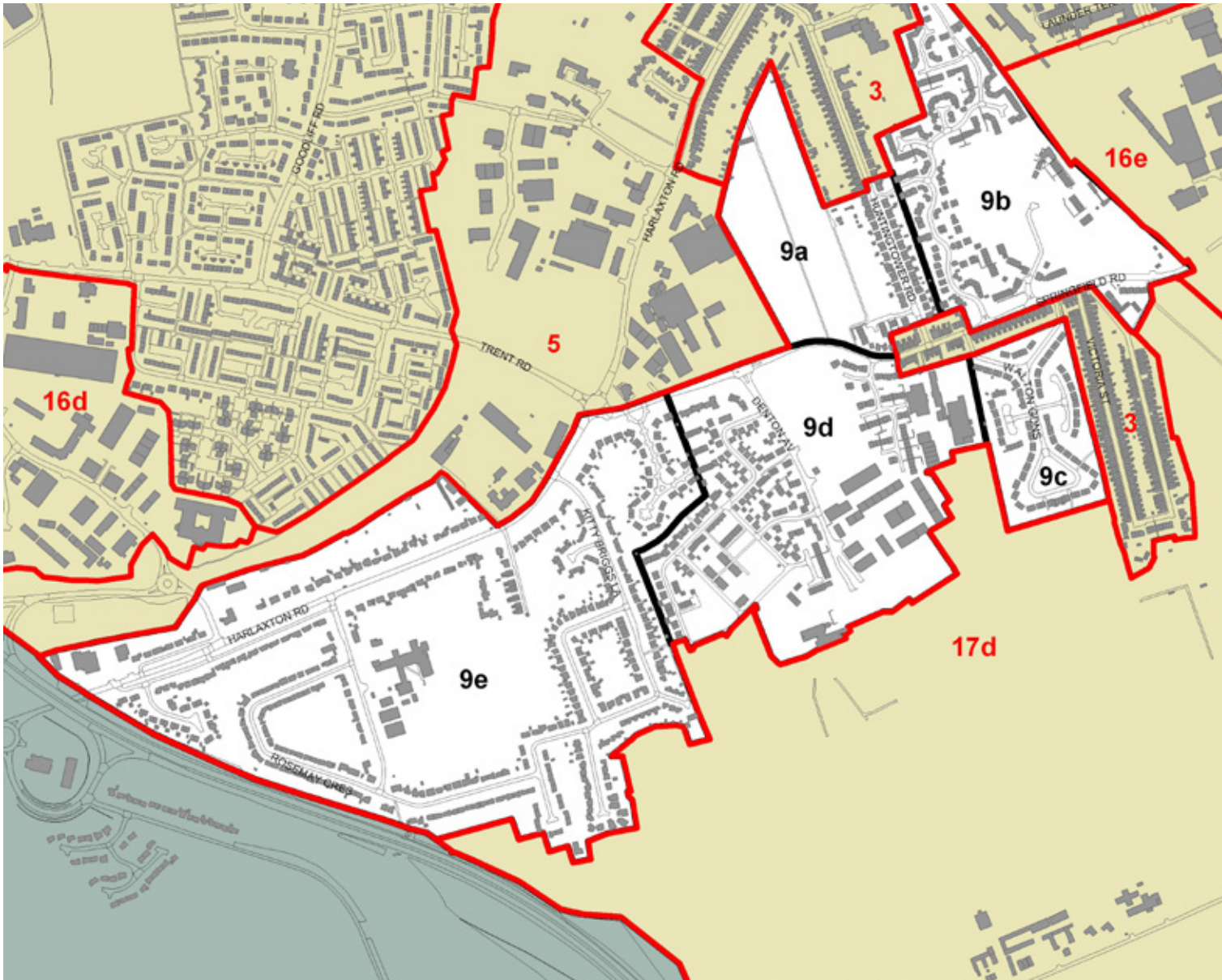


Figure 8.9.04; Figure Ground and sub-areas for Character Area 09

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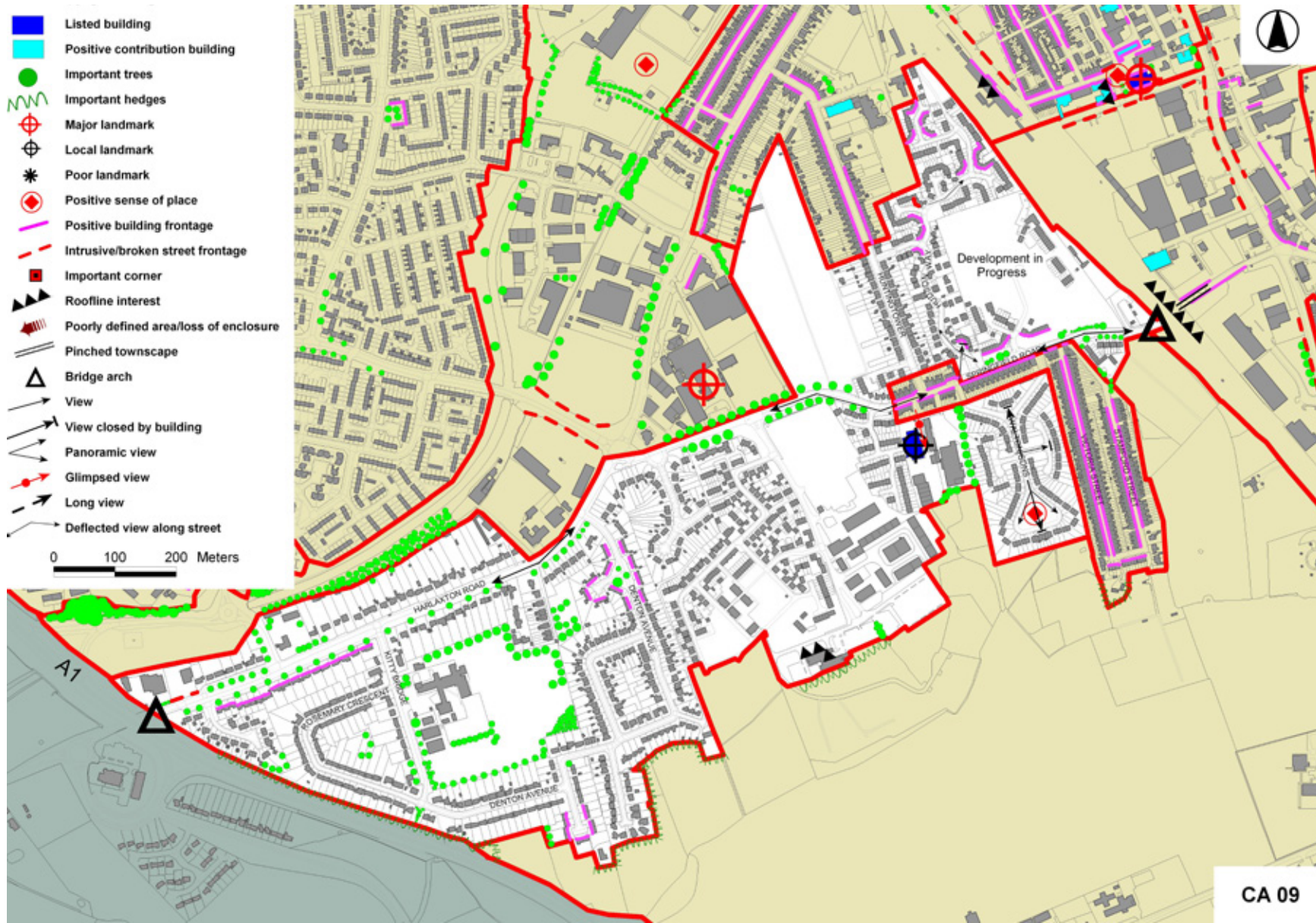


Figure 8.9.05;
Townscape for
Character
Area 09

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CA 09

Building lines:

Regular, houses set back in small gardens

Materials:

Red brick, some clay interlocking tiles, some survival of natural slate and concrete interlocking tiles to roofs

Scale:

Two storey houses throughout

Uses:

Residential throughout, private dwelling houses

Trees and greenspaces:

No significant trees other than those lining Springfield Road, allotments to the west of Huntingtower Road

Public realm:

Relatively narrow carriageways, no street trees or verges

Access and connectivity:

Good, although the railway line to the east is a significant constraint to connectivity to the town

CA09b: Hudson Way Environs**Form/origins:**

Post-2000 housing estate

Heritage assets:

No above ground heritage assets present

Topography:

Landform is flat

Plots:

Regular, high density plots, some semi-detached houses but mostly terraced

Building lines:

Irregular following the course of meandering access roads

Materials:

Predominantly red brick (but other colours also), concrete interlocking tiles (greys and reds) to roofs

Scale:

Two storey houses, some larger flat blocks

Uses:

Residential throughout, mostly houses some flats

Trees and greenspaces:

Very few trees other than to Springfield Road, some greenspaces built into the street pattern

Public realm:

Relatively narrow carriageways, no street trees or verges

Access and connectivity:

Good, although the railway line to the east is a significant constraint to connectivity to the town

CA09c: Walton Gardens**Form/origins:**

Immediate post-war Garden City inspired housing estate

Heritage assets:

Inter-war housing set on a Garden city inspired plan

Topography:

Steadily rising landform to the south

Plots:

Regular, medium density, semi-detached housing and short terraces

Building lines:

Consistent, following and defining access roads and open spaces

Materials:

Red brick and mix of plain clay tiles and interlocking clay tiles, some painted render

Scale:

Two storey houses throughout

Uses:

Mostly residential; private dwelling houses, some low key industrial units and offices to south-east corner and a former malt house, now converted to small business units

Trees and greenspaces:

Very limited tree cover but high degree of open greenspace

Public realm:

Narrow carriageways but well defined hedge-lined boundaries to most houses, no grass verges or street trees

Access and connectivity:

Good access, poor connectivity for pedestrian and vehicle users



Figure 8.9.06; Recent development to Haddon Road makes some reference to the local vernacular and attempts to create interesting townscape

CA09d: Harris Way

Form/origins:

Late 20th century and later housing development

Heritage assets:

Grade II listed maltings (now converted to light industrial units) – an important survival of a once common building type in Grantham

Topography:

Steadily rising landform to the south

Plots:

Regular, medium to high density plots, mostly detached and some short terraces

Building lines:

Irregular in places but largely following access roads and cul-de-sacs

Materials:

Red and buff brick and concrete interlocking tiles (browns and greys)

Scale:

Mostly two storey, occasional two and a half storey and three storey houses and some flat blocks

Uses:

Residential throughout; mostly houses and some flats

Trees and greenspaces:

Very limited tree cover other than to Springfield Road, small greenspaces have been built into street pattern

Public realm:

Open boundaries give sense of space, despite narrow carriageway, much on-street parking and no street trees

Access and connectivity:

Access is largely restricted to single entry and exit points from Springfield Road, some connectivity via pedestrian routes within the development

CA09e: Denton Avenue and Kitty Briggs Lane

Form/origins:

Post-war urban extensions to north and south of Harlaxton Road

Heritage assets:

No above ground heritage assets present

Topography:

Generally gently rising landform to south

Plots:

Regular, medium density, mix of semi-detached and detached houses

Building lines:

Consistent to roadside throughout

Materials:

Red brick and concrete interlocking tiles and some clay tiles

Scale:

One and two storey houses, generally interspersed

Uses:

Mostly residential, large school to Kitty Briggs Lane

Trees and greenspaces:

Some mature trees to front and rear gardens and lining open greenspaces relating to the school

Public realm:

Mostly open boundaries or with low hedging give sense of space, narrow carriageways, some grass



Figure 8.9.07; New development (CA09b) makes some reference to the locally distinctive housing type with access and windows to the side facing gable

verges, street trees to Harlaxton Road

Access and connectivity:

Good, given the informal grid of streets to the sub-area, but limited connection with adjacent development

Overview of character area CA09

Grain/density/plot coverage

The inter-war and immediate post-war housing of sub-areas CA09a and CA09c display distinct patterns of streets and plots at a medium to high density. Plots are relatively generous throughout many with side access and large corner plots with houses angled to the road or street. Houses to these sub-areas are generally laid out as semi-detached pairs and occasional short terraces. There is good public amenity space within Walton Gardens.

The early 21st century housing (sub-areas CA09b and CA09d) is at a higher density and laid out to a much finer grain with smaller gardens. The meandering nature of the access roads to CA09b creates an irregular building line which does not help legibility. There is more structure to later development to the south side of Springfield Road (CA09d) where more consideration had been given to creating townscape and places within the developments although there is very limited greenspace within the layout.

Sub-area CA09e is set to an informal grid at a medium density with generous plots and some large gardens. The presence of a school and associated open spaces; recreation grounds and sports fields, combined with a general open character to the boundaries gives a general sense of more space to this part of the character area despite the lack of open greenspace built into the layout plan.

All houses and bungalows in this character area (with very few exceptions) are set back from the road



Figure 8.9.08; The former malthouse (Grade II listed) is a notable landmark within the area but has not been integrated with surrounding new housing to its detriment

in their own front gardens and follow consistent building lines shared within roads. Boundary treatment varies but is generally open. It is often the case that gardens have been laid over to parking either informally or formally through the use of hardstandings. This has changed the character of some sub-areas.

Scale

The majority of houses in this character area are two storey. There are some two and a half storey (with attics lit by dormers) and three storey townhouses and some flat blocks which go up to four storeys with pitched roofs. There are small groups of single storey bungalows to sub-area CA09e. Modern houses (post 2000) tend to be built with steeper roof pitches to their late 20th century equivalents. This is to allow roof spaces to be used for additional habitable floorspace and return house types to a notional vernacular building form. Steeper roofs are seen to earlier immediate post-war cottage type housing but here the headroom is reduced and upper storeys tend to be set up under overhanging eaves reducing their perceived scale.

Uses

The area is mostly single family dwelling houses.

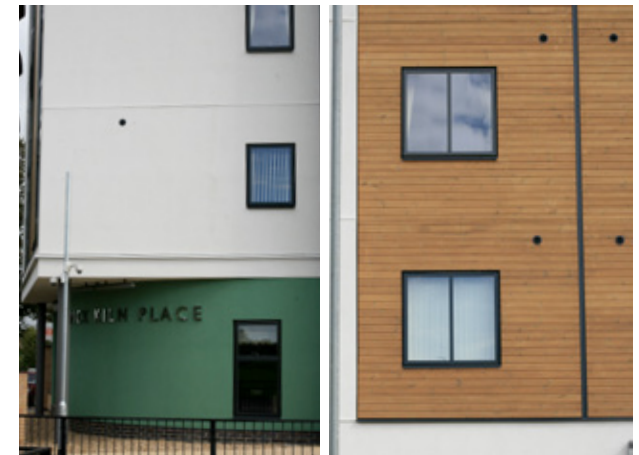
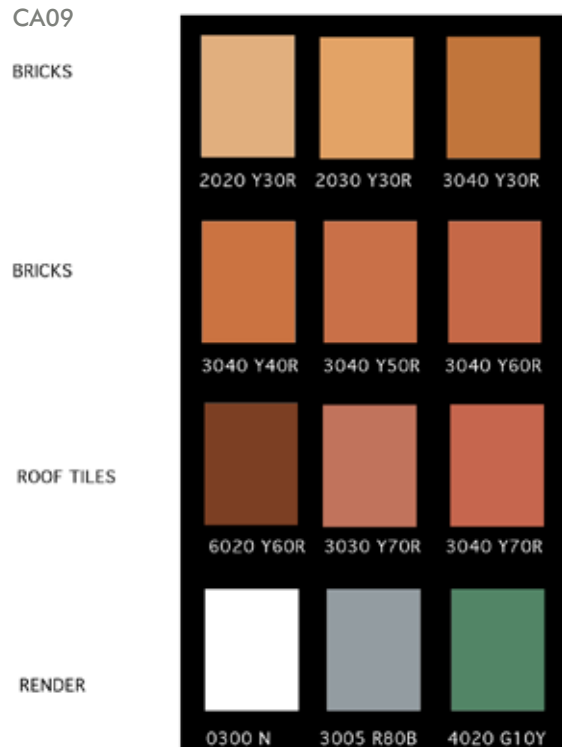


Figure 8.9.09; Modern materials used in modern and traditional ways (note the welcome use of colour to flats in CA09d)

Figure 8.9.10; Colour palette



There are flat blocks to sub-areas CA09b and CA09d. These are well-integrated into the developments. There is a large school and associated playing fields and large open recreation areas to sub-area CA09e.

A small employment area to the southern and eastern boundaries of sub-area CA09d includes offices and a converted Grade II listed malthouse. The malthouse presently contains a number of small business units and offices.

Building types

Stylistically there is wide variation across the character area. However, almost all development would be generally considered as traditional – mostly brick, occasional use of render with pitched roofs and front and back gardens. There is no true style which dominates although some styles are more successful than others and have suffered less from harmful alteration and extension. The Walton Gardens estate (sub-area CA09c) could be considered to share some of the common stylistic characteristics promoted in the ‘Garden City’ movement; namely a cottage scale, with small windows, gabled sections to roofs and projecting bays, small porches or door hoods. This type of early post-war housing is well constructed and has provided good, flexible accommodation and has still maintained its integrity and ‘cottage’ style.

Some of the later housing development of the 21st century has paid some attention to the characteristics of the housing stock of the town and the region, particularly the use of the end gable as a frontage on terraced houses, seen to recently constructed houses and flats to sub-area CA09b. Otherwise there is a general use of standard house types and typical grouping and space allocation of houses from the late 20th century.

Of particular note is the survival of a former malthouse, now Grade II listed to the south of Springfield Road. This building type was once common in Grantham and its survival in substantially its original form is of significant value to the area and the town.

Architectural qualities

The general architectural quality of the built form is undistinguished and not particularly locally distinctive. However the grouping of houses, particularly to Walton Gardens and Huntingtower Road, is successful especially in the repetition of details such as projecting bays, gabled roof sections, projecting hipped bays and large central chimney stacks.

The Old Malt House to the south of Springfield Road is an architecturally distinguished building which manages to retain a sense of quality despite its utilitarian function. It is dated 1866 (found on a panel to the principal elevation) and constructed



Figure 8.9.11 and Figure 8.9.12; Much change is presently underway in this character area. It is an area very much in transition.

of red brick with yellow brick bands, lintels and patterned eaves cornice with a natural slate roof. It is a notable landmark building in an otherwise unremarkable townscape.

Heritage Assets (including designations)

The Old Malt House to the south of Springfield Road is Grade II listed.

There are no conservation areas within or adjacent to the character area.

Part of this character area is identified as being



Figure 8.9.13 and Figure 8.9.14; CA09 has a diverse range of uses from office space and industrial units to flat accommodation in larger units. Architecturally this is also a diverse part of the town.

within the 5km buffer zone to the setting of Belton House and registered parkland.

Materials and colour palette

Brick is the predominant walling material throughout. There are, however, different colours, textures and finishes, from red, orange and buff bricks in straight colour and multi-bricks and the deeper browns of the inter-war and immediate post war periods. Brick has been rendered in places. Roofs are mostly concrete interlocking tiles although some examples of interlocking clay tiles (mostly a single Roman type) and occasional natural slate roofs can be seen.

Public Realm

The quality of the public realm is generally good. There are some distinct characteristics of sub-area CA09c, such as large open areas of greenspace and continuous low hedges to front boundaries, giving a strong sense of well defined open public space designed into the townscape.

There is generally on-street parking throughout the character area and varied carriage width throughout. This has led to some encroachment of cars onto private front gardens but the area does not generally feel crowded or cluttered. The varied and often open boundaries to sub-area CA09d give this part of the character area a particularly open feel despite relatively narrow carriageways. There are some grass verges to housing estates and Harlaxton Road is strongly defined by wide grass verges and street trees which add to the general sense of arrival along this route to and from the town.

Connectivity

One of the key characteristics to much of the character area is the lack of connectivity between housing groups. This is particularly the case for car users but slightly better for pedestrians as most of the areas can be accessed by foot from the footpaths which run to the south of the character area across the wooded hillside. Most of the housing estates have either a single access point (CA09a, 09b, 90c and 09d) or a large road loop (CA09e). Connectivity to the town centre is good along the principal routes; Harlaxton and Springfield Roads, onto which all the estates feed.

Open space

There is good provision of public open space to Walton Gardens (CA09c). This is designed into the street layout and is a very successful public amenity space. The school has a large recreation ground and playing fields adjacent to the buildings however these appear to be for school use only. It is strongly defined by mature tree belts to each edge. There is a large open space to the west of Huntingtower Road. This space is largely left to rough grassland but partially used for allotments. This appears to be an informal arrangement. This includes some temporary buildings and sheds to allotted demarked spaces linked by a roughly made lane to the centre. This appears essentially as a private space and not particularly well maintained. In addition to these open spaces, there are some large private gardens particularly to houses fronting Harlaxton Road. Some to the north side have mature broadleaf trees to their northern boundaries and the wooded edge of the canal to character area CA05 forms a particularly attractive backdrop to the road side development.

Biodiversity

Urban habitats include a range of private gardens, open spaces, wooded landscaping corridors to both the north (CA05) and south (the lower sections of slopes stretching up to Spittlegate Farm). To the southern edges are also agricultural habitats. Gardens back onto two key wildlife corridors; the canal to the north and railway line to the east. Gardens, some of which are very generous and landscaped, are linked throughout.

Condition

Much of the character area is in a reasonable to good condition and most houses are well-maintained and in good repair. The area to the west of Huntingtower Road is in a poor condition and appears in transition. Most of the industrial sites have now been developed out as housing. This has given the character area its essentially piecemeal and in some cases disjointed character. As sites have come forward or become redundant they have been redeveloped. This would have been in the context of adjacent remaining industrial areas hence the developments are often inward looking and unconnected.

The Old Malt House is a Grade II listed building and despite no longer being used for its original purposes has found alternative uses which have given the building an income stream which has kept it in reasonable repair. This needs to be carefully monitored and reviewed to ensure uses are compatible and the building remains in reasonable repair, particularly the expansive roof structure.

Ownership

Most of the housing is in private ownership. A percentage of housing within recent developments

(post 2000) will be considered as affordable. Some of this is likely to be social landlords. Some of the remaining 'sites' and industrial areas are likely to be in the ownership of the large estates or investment companies.

Negative qualities of the area

- Some areas are neglected and unkempt and detract from the general good quality regeneration seen to adjacent sites
- The southern edges of the character area backing onto the slopes of Spittlegate Farm are in places in a poor condition
- There is very little connectivity east-west between housing developments

Key Design Principles (general)

- Encourage pedestrian linkage in new development
- Carefully consider the setting and industrial character of the Grade II listed Old Malt House (CA09d)
- Ensure future development respects the domestic scale of most of the character area and not the industrial scale of lost buildings or adjacent sites
- Maintain and continue a well-defined active frontage along Springfield Road and Harlaxton Road
- Retain all trees fronting Springfield Road
- Carefully consider long views across the town in any potential future development to the south
- Retain a high provision of open space and green links to any proposed new development

Intervention –including identification of potential sites for change

- Encourage further street trees to Harlaxton Road

to reinforce the quality of this approach to the town

- Much of the office accommodation is looking tired and temporary in its form and materials. There is much opportunity for improvement through redevelopment.

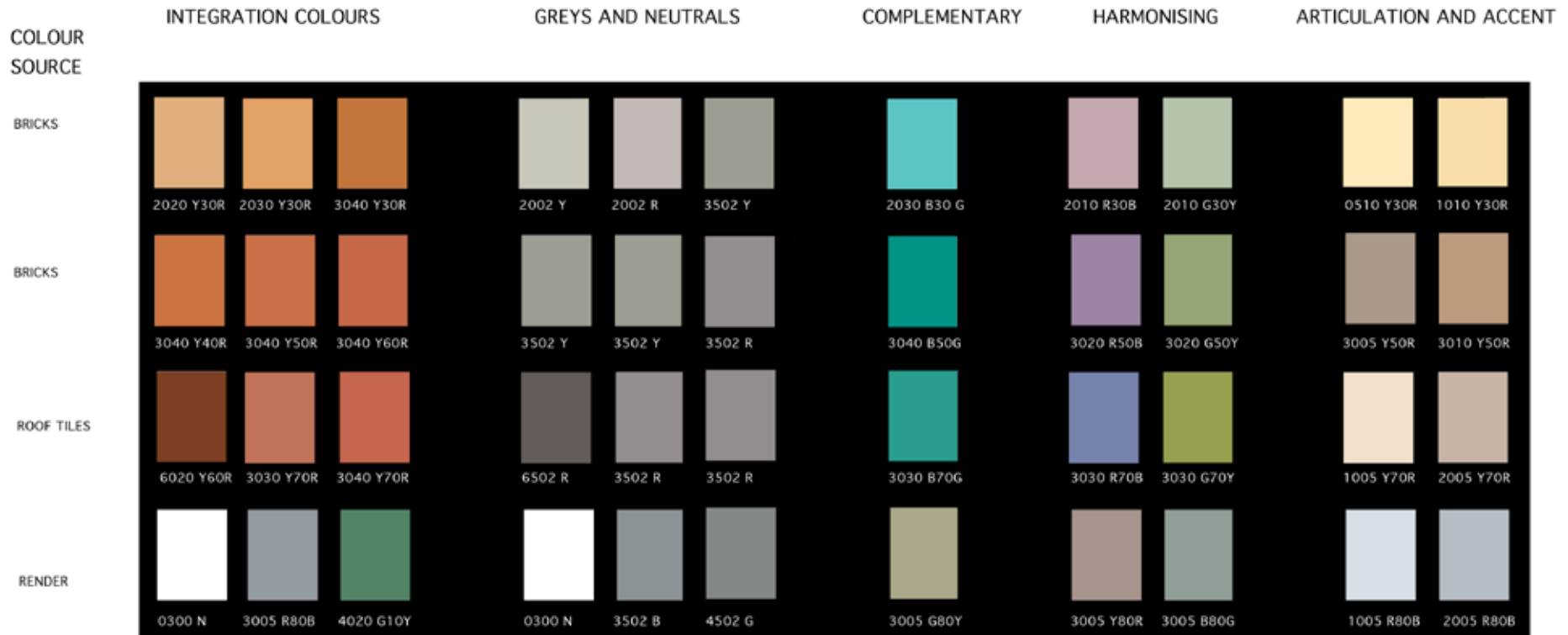
Limits to Growth

This character area, perhaps more than most residential character areas has the potential for growth and regeneration. There are a number of areas which appear either run-down or are coming to the end of their intended lifespan. Buildings to some sites are looking dated, under-used or temporary in nature. This is particularly the case to the southern edge of sub-area CA09d, the slopes backing onto Spittlegate Farm on Gorse Lane.

Any future growth should address three key issues: the need for connectivity between this series of separate and often inward facing developments along particularly Springfield Road; the need to retain and build in open spaces and include and build in historic hedgerow and trees; and the need to have regard to developing large scale buildings to the existing areas of development or on the slopes to the south as this could have a significant detrimental impact on long views from the north of the town (particularly the Grade I listed Belton House and Belmont Tower to the east). These views have been identified as being of high sensitivity in relation to the wider 5km setting buffer of the Grade I listed Belton House and its Registered Park and Garden.

Future development should also be coordinated with the plan for the Canal Basin adjacent – see CA05.

Figure 8.9.15; Colour palette recommendations CA09



This residential area, which includes some inter-war housing contains some major developments currently under construction and nearing completion. The majority design uses “traditional” materials, red brick, tile roofs and some render. With one notable exception, this 21st century development mimics an earlier age, but without the integrity of details and materials. Whilst integrating new developments into existing townscape is key there are many ways of doing this and copying the past is often the least successful. Brick Kiln Place demonstrates some other possibilities with the use of blockwork and coloured renders, which sits comfortably within the palette of the character area. Developments of this size offer opportunities to create new townscape expressing current aspirations and identity that can extend the image of the town rather than undermine the qualities of its past.

CHARACTER AREA 10

CA10: Residential suburbs (west) Earlesfield and Green Hill

Summary

This diverse residential character area sits to the west of the town centre separated by the railway line, former canal basin and canal (CA05) and the former industrial areas which developed on areas to the west of the railway line replacing earlier industrial sites such as brickworks. Despite some variation in layout, subtle building styling and use of materials, there is a coherence to the scale and density to most of the character area, with the exception being the houses lining Barrowby Road (CA10d) one of the key routes to and from the town from the west.

The character area includes the sports facilities, stadium and schools to Trent Road (sub-area CA10b). Whilst of a very different character, these areas are complementary to the residential suburbs which surround them and form an integral part of the townscape.

There are six sub-areas within the character area. These reflect principally variation in use (for example, the sports facilities of CA10b) and subtle variations in density and layout.

Context (including topography and views)

The character area forms part of the western edge of the study area (which uses the A1 transport corridor for part of its boundary). To the north and west are open landscape character areas (CA17b and CA17c respectively). To the east is CA05, the canal basin site which presently comprises a series

of disparate industrial scale buildings, high quality office accommodation and some housing. This lies between CA10 and the railway line which effectively truncates this area from the town centre except for two well-used bridges under the railway line at Dysart Road and Barrowby Road.

The landform is undulating but essentially comprises two spurs; Green Hill to the north which Barrowby Road climbs steeply to its eastern section and then plateaus as it travels west and to the south a further smaller spur created by the rising land from Mow Beck and the canal to one side and a tributary of the River Witham travelling down a shallow valley from Fairview Farm to the other. This second spur to the south levels out around the area used for sports fields and the stadium (CA10b).

In townscape terms, this sometimes steady rise in height, particularly to Green Hill (CA10c), provides the opportunity for glimpsed views to the spire of St Wulfram's and views south focused on the green ridges and open ridgeline of Spittlegate and Gorse Lane. There are also views east from Earlesfield across to the new malting complex. To the northern edge of the character area along Barrowby Road there are settlement defining views towards Great Gonerby with the separation of this settlement from the town, its hilltop setting and the dominance of the church spire on landscape being best appreciated from these elevated positions within the character area. To the north side of CA10e on the northern edge of the character area there are open views across the Northwest Quadrant and the area the subject of planning approval for 1300 homes and community facilities at Poplar Farm. These views will radically change once this development has taken place.

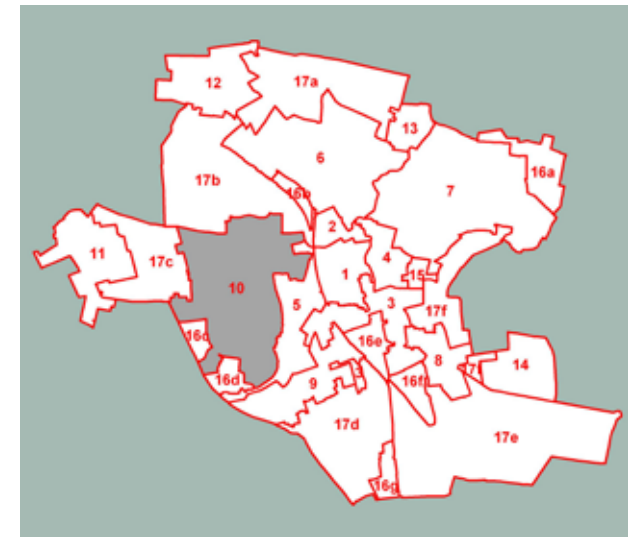


Figure 8.10.01 CA10



Figure 8.10.02; Dysart Road (CA10a)



Figure 8.10.03; View north across the character area

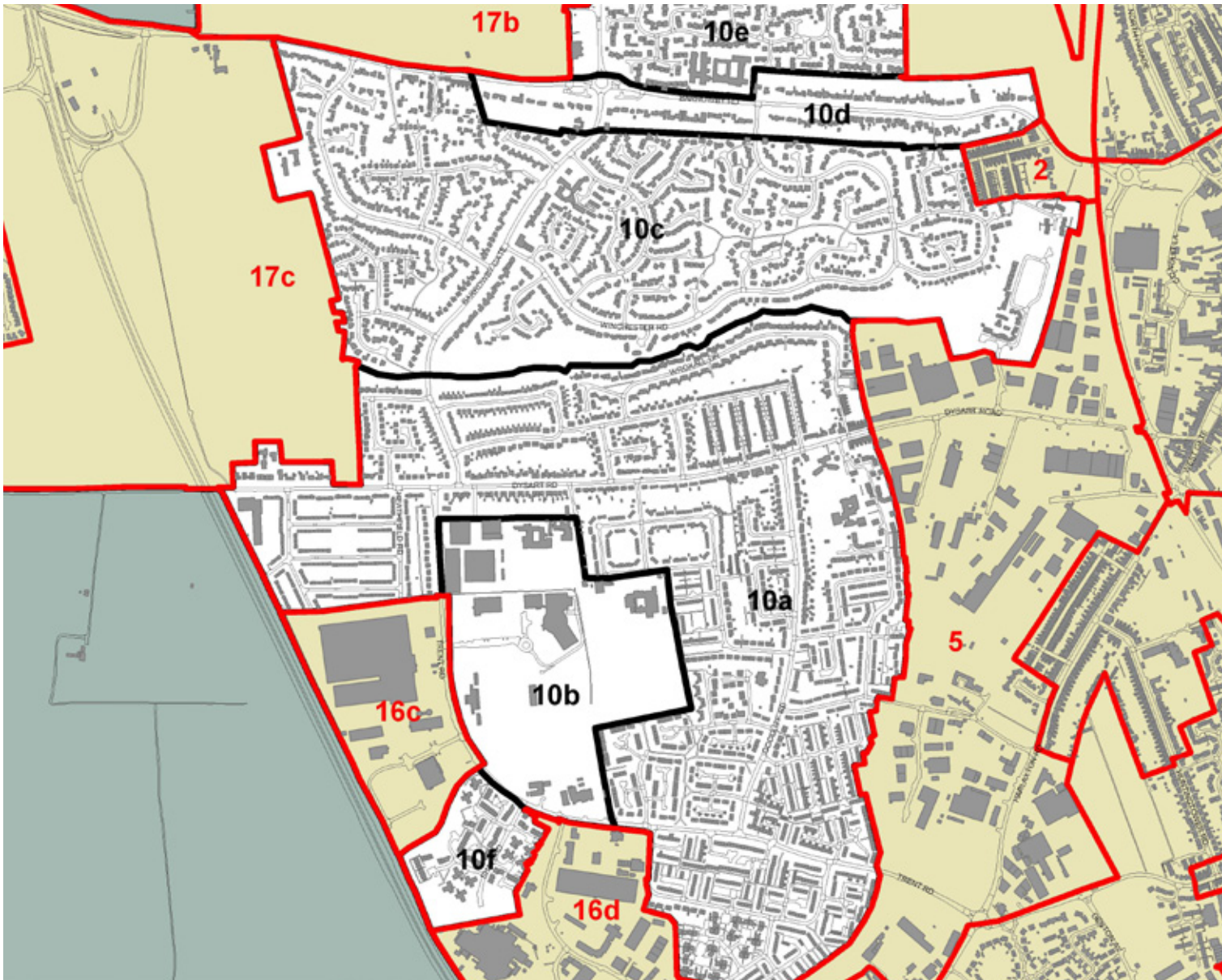
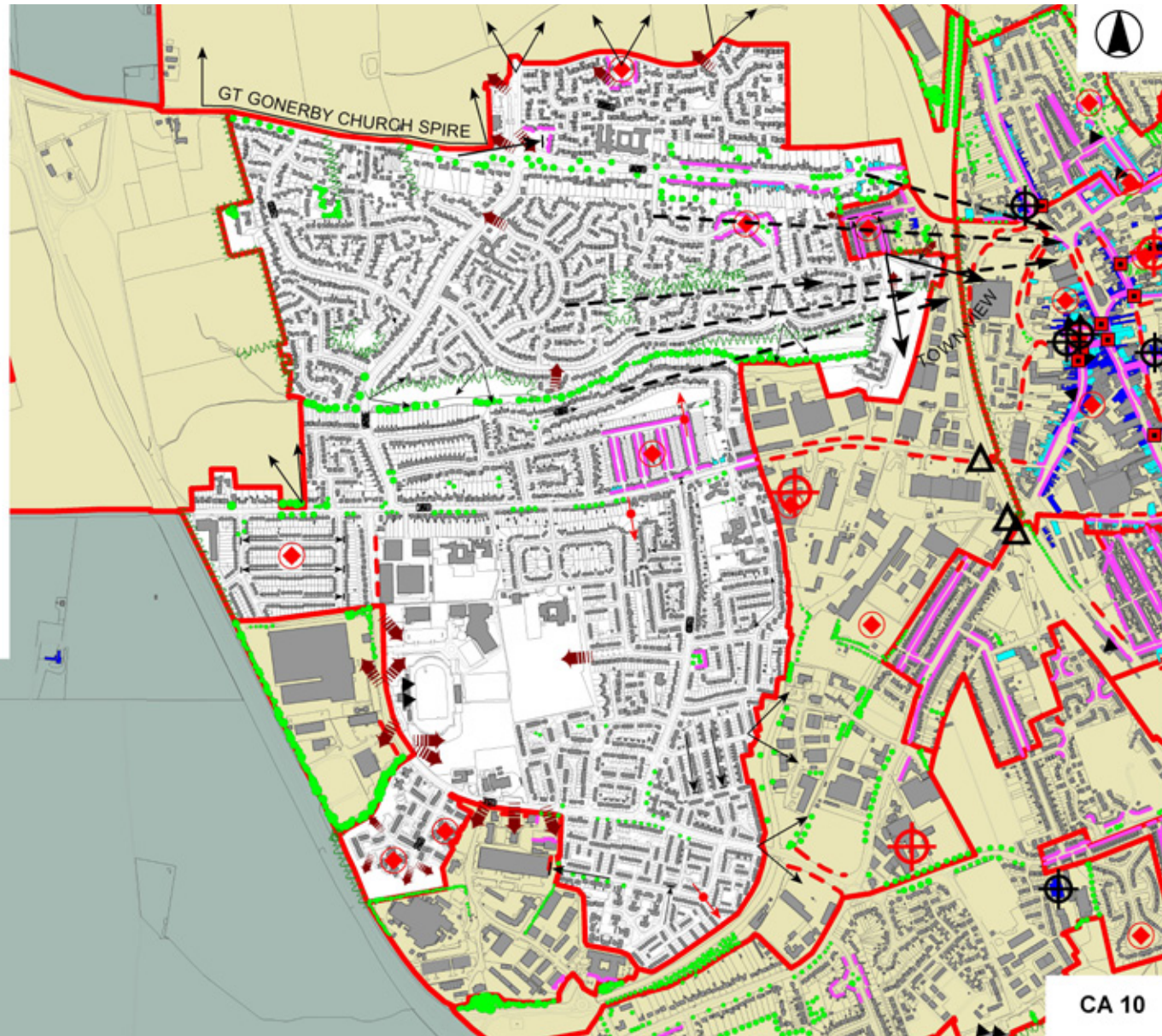


Figure 8.10.04; Figure Ground and sub-areas for Character Area 10

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊕ Local landmark
 - ✱ Poor landmark
 - ⊕ Positive sense of place
 - Positive building frontage
 - - - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▲ Poorly defined area/loss of enclosure
 - ||| Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 200 400 Meters



T Figure 8.10.05; townscape for Character Area 10

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Key characteristics

CA10a: Goodliff Road and Dysart Road

Form/origins:

Post-war housing estates

Heritage assets:

Mostly post-war housing. No above ground heritage assets present

Topography:

Gently rising from east to west

Plots:

Regular, medium density, largely semi-detached and short terraced houses

Building lines:

Consistent throughout

Materials:

Red and buff bricks, some tile hanging and mostly concrete interlocking tiles

Scale:

Mostly two storey houses

Uses:

Residential and schools and associated recreation grounds

Trees and greenspaces:

Limited tree cover but some street trees particularly to principal routes, greenspaces built into street pattern

Public realm:

Some grass verges, on-street parking but generally good boundary definition

Access and connectivity:

Good due to the often rigid formal grid pattern to streets linked with greenspaces and footpaths

CA10b: Sports stadium and Meres Leisure Centre

Form/origins:

Large sports stadia and associated leisure centre

Heritage assets:

No above ground heritage assets present

Topography:

Predominantly flat

Plots:

Very large, irregular plots with large footprint buildings

Building lines:

Irregular

Materials:

Mostly steel frames with a mix of profile metal cladding and brickwork

Scale:

Industrial; equivalent to up to four to five storey domestic buildings in places



Figure 8.10.06; The leisure centre complex and sports stadium (CA10b)

Uses:

Leisure facilities (including football and athletics ground) and some storage warehouses

Trees and greenspaces:

Very limited mature tree cover usually found to boundaries, large areas of open greenspace

Public realm:

Wide grass verges and carriageways

Access and connectivity:

Very limited due to nature and extent of uses

CA10c: Winchester Road and Barrowby Gate

Form/origins:

Large 1980s housing estate

Heritage assets:

No above ground heritage assets present

Topography:

Land steadily rises from south to north



Figure 8.10.07; Regular medium to high density housing on relatively tight plots (CA10a)

Plots:

Regular, medium to high density, semi-detached and detached houses

Building lines:

Irregular throughout due to often meandering character of street pattern

Materials:

Red and buff brickwork, concrete interlocking tile roofs, some render and mock timber-framing

Scale:

Two storey houses almost throughout

Uses:

Residential throughout

Trees and greenspaces:

Limited tree cover, other than ornamental trees to gardens, small greenspaces designed into street pattern

Public realm:

Relatively wide carriageways mostly with grass

verges, limited on-street parking, very few street trees

Access and connectivity:

Connectivity is often curtailed due to the street pattern being based on the cul-de-sac throughout

CA10d: Barrowby Road

Form/origins:

Large houses lining a principal route to and from the town

Heritage assets:

Some good late 19th century and Edwardian semi-detached and detached villas to the eastern section of Barrowby Road – part of the fashionable extensions to Grantham in this important period of historic growth

Topography:

Land form falls steeply to the eastern section of

Barrowby Road

Plots:

Large, regular plots with detached houses

Building lines:

Varied in places but largely related to Barrowby Road

Materials:

Much variation in materials; red and buff bricks, tile hanging, some render and mostly concrete interlocking tiles to roofs but some survival of natural slate and plain clay tiles

Scale:

Mostly two storey houses but some with accommodation in roofspaces lit by dormers

Uses:

Residential throughout; private dwelling houses

Trees and greenspaces:

Street trees to Barrowby Road and mature trees to some rear gardens, large private landscaped



Figure 8.10.08 and Figure 8.10.09; Large private dwelling houses front the tree-lined Barrowby Road (CA10d)

Figure 8.10.10; Housing developments facing open countryside with views to Great Gonerby (CA10e)

gardens

Public realm:

Trees to grass verges line the entire length of the wide carriageway of Barrowby Road

Access and connectivity:

Very good for the vehicle and pedestrian user

CA10e: Pennine Way, Balmoral Drive and Lindisfarne Way

Form/origins:

Large 1980s/90s housing estate

Heritage assets:

No above ground heritage assets present

Topography:

Land steadily falls away to the north

Plots:

Regular, medium to high density, predominantly detached houses

Building lines:

Irregular throughout due to often meandering character of street pattern

Materials:

Red and buff brickwork, concrete interlocking tile roofs, some render and mock timber-framing

Scale:

Two storey houses throughout

Uses:

Residential throughout

Trees and greenspaces:

Limited tree cover, other than ornamental trees to gardens, small greenspaces designed into street pattern

Public realm:

Relatively wide carriageways mostly with grass verges, limited on-street parking, very few street trees

Access and connectivity:

Single entry and exit road to sub-area, reasonable connectivity to the open countryside

CA10f: Shaw Road

Form/origins:

1980s mix of flat blocks and houses

Heritage assets:

No above ground heritage assets present

Topography:

Predominantly flat

Plots:

Regular, medium to high density, largely terraced houses and larger flat blocks

Building lines:

Consistent throughout

Materials:

Red and buff bricks, concrete interlocking tile roofs

Scale:

Two storey houses and three storey flat blocks

Uses:

Residential; mix of houses and flat blocks

Trees and greenspaces:

Very limited tree cover, some small greenspaces designed into street pattern

Public realm:

Some grass verges, on-street parking but generally good boundary definition



Figure 8.10.11 and Figure 8.10.12; Older and relatively recent housing within CA10 follow a simple vernacular. Note the use of weatherboarding to the new houses (not a local tradition)

Access and connectivity:

Single entry and exit road to estate but good pedestrian access and connectivity throughout. The A1 transport corridor to the west is a significant constraint to connectivity



Figure 8.10.13; The edges of development within CA10 are often unresolved and poorly managed (CA10e)

Overview of character area CA10

Grain/density/plot coverage

There is a medium to fine grain to all residential development within this character area. Other uses are, by contrast, at a coarse grain (such as the stadium and associated buildings – CA10b) but there is a general consistency to the grain of urban development and particularly the way in which houses sit on their plots. Plots range from small (CA10a and CA10f) to medium (CA10c and CA10e) and large (CA10d), but all houses are set back from the roadside in their own gardens with much variation to boundary treatments. Plots are regular to CA10a, CA10d and CA10f with houses set to a rigid grid layout or the case of Barrowby Road, lining this principal route.

The building lines to CA10a, CA10d and CA10f are consistent and add to the cohesive nature of these sub-areas. They are most apparent in the long straight roads and grid pattern of streets to CA10a; with Goodliff, Trent and Dysart Roads forming the principal routes with a series of associated finer grids leading off of these routes. Some are particularly high density, such as development to Dysart Road on the north side between Ryde Avenue and Cowes Road. However, houses within this sub-area are usually set at a medium to high density.

Houses to sub-areas CA10c and CA10e are very much defined by the meandering characteristics of the access roads and subsequent minor loops and cul-de-sacs. This has led to an irregular plot size and distribution and inconsistent building lines. These characteristics often lead to poor legibility which is one of the characteristics particularly of

CA10c given its size and to a lesser extent CA10e. Houses in these sub-areas are at a medium density.

Sub-area CA10d takes the form of typical residential ribbon development along a principal route to and from the town. The period of buildings reflects this as we move from the late 19th century to the hillside coming from the railway road tunnel through the early and to the mid and late 20th century on moving west out from the town. The plot size and building line are, however, consistent. Houses are set well back from the roadside, often with space all around the house, side access and driveways with a consistent rear garden boundary well defined by trees in places. The consistency to the plot size, building lines and well defined boundaries combined with the trees lining Barrowby Road gives this sub-area a particularly cohesive and processional like character.

The scale of houses throughout this character area is remarkably consistent. Most houses are two storey with low pitched roofs and eaves lines parallel to the roadside. The late 20th century housing to CA10c and CA10e show some variation with gables, hipped and some half hipped roofs fronting the highway. There are occasional single storey bungalows but these are only found in small groups of two to three units. Flat blocks are found to the southern part of CA10a (south of Hornsby Road – Kinoulton Court) and also form a significant part of the CA10f sub-area. They are generally grouped and rise to three storeys in places. In the case of units to Kinoulton Court the blocks are designed with a staggered plan and asymmetrical roofs which help diminish their scale and massing.

Buildings to the sub-area CA10b, the sports stadium and school buildings, are on a more industrial scale with the stadium itself rising to the equivalent



Figure 8.10.14 and Figure 8.10.15; Housing is generally at a medium to high density with small front and rear gardens

of approximately four to five domestic building storeys. Roofs however are kept low and given these buildings are grouped and set in large open spaces there is never a sense of them being out of scale with their surroundings.

Uses

Much of the character area is private dwelling houses. There are some purpose built flats to the southern edge of CA10a and forming a significant part of CA10f. Other major uses within the character area include a number of large schools and their associated grounds (sports fields and recreation grounds) and the sports stadium; Grantham Football ground and associated sports facilities, leisure centre and car parking.

Building types

There are a small number of larger villa type houses to the eastern end of Barrowby Road (CA10d) and these reflect a higher status to this part of the character area with the scale of building and

use of materials. However, most houses within the character area are standard house types from various periods of construction (from immediate post-war to present day 2010). There is a broad mix of short terraces and semi-detached pairs (CA10a and CA10f), larger semi-detached and detached houses (CA10c and CA10e) and very large detached houses (CA10d).

Flat blocks tend to be set out in relatively small groups of low rise blocks. They are distinctive for their massing and occasional three storey height. They are generally set in communal greenspace (CA10f).

The schools are mixed with low rise buildings and some of up to four storeys and sit within and, sometimes, face open greenspaces.

The large leisure facilities tend to be inward facing

and set within large areas of parking with some associated greenspace but this is often semi-private or private. There is however some architectural quality to some of the larger leisure facility buildings.

A small number of larger villa type houses to the eastern end of Barrowby Road (CA10d) are well articulated and the use of materials for the dressings to openings and projecting bays provides some architectural quality of note to this small group.

There are a series of cottage style houses to the north side of Dysart Road between Ryde Avenue and Cowes Road (CA10a) which display a distinct use of stone or painted plaster for window surrounds and have large chimney stacks and projecting gabled bays and further ground floor projecting canted bays. These form an attractive and distinctive group in the street scene despite some unfortunate



Figure 8.10.16; An eclectic mix of Victorian and Edwardian detailing can be found to some parts of the character area, most notably CA10d

alterations to windows and loss of chimneys and original roof coverings.

Spittlegate Primary School to Trent Road comprises a notable informal grouping of single storey buildings, mono-pitched and flat roof buildings of a mix of pink concrete blocks and buff brick. They were constructed in 1978 to the designs of David Bowler and the students of the University of Nottingham Department of Architecture. They are early examples of what became a trend in school design for mono-pitched roofs and open classroom spaces with high ceilings.

The stadium stand backing onto Trent Road is a notable local landmark due to its distinctive roofline comprising a series of open trusses with tension cables reminiscent of the early work of Michael

Hopkins and his system buildings of the 1970s and 1980s.

Heritage Assets (including designations)

There are no statutory listed buildings within this character area.

There are a small number of detached and semi-detached villa type houses to the eastern end of Barrowby Road. They form a series of small groups and are notable for their use of good quality materials; red facing bricks, stone lintels and dressings and stone projecting bays and scale, often at two and a half storeys with use of attic storeys lit by gable windows or dormers. These houses are well-articulated and retain a substantial degree of original fabric.

There are no conservation areas within or adjacent to the character area. There are, however, glimpsed and some more structured views focusing on the spire of St Walfrum's church a Grade I listed building within the Grantham Conservation Area.

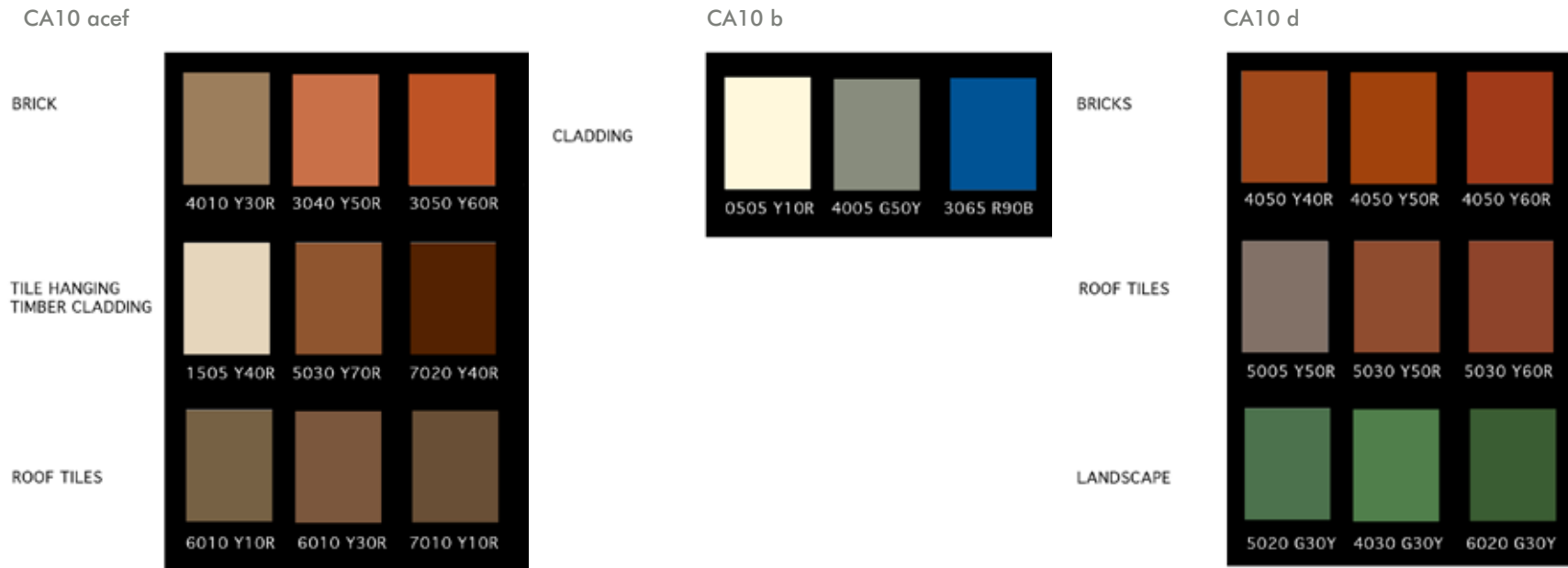
Materials and colour palette

There is a general consistency across the character area and a perception of buildings generally considered to be of traditional build (brick and tile), throughout. There is, however, some variation due to the stylistic changes in fashion and cost and availability of material types over time. These are reflected in the sub-areas identified within the character area. Broadly, brick is the predominant walling material. There is some variation to colour with a combination of red and buff bricks and multi-

Figure 8.10.17; Further examples of the broad palette of materials to be found in the character area



Figure 8.10.18; Colour palette



type bricks used in combinations throughout. Roofs are mostly concrete interlocking tiles although some examples of older interlocking clay tiles, clay tiles and occasional natural slate roofs can be seen.

To some of the older houses, stone lintels, dressings and bays are seen. There are also some examples of tile hanging to bays and mock timber-framing (mainly seen individually to houses in CA10d but also seen in CA10c to standard house types to break up the street scene and add variation).

The industrial buildings to sub-area CA10b comprise principally steel frames with profile metal

cladding and some brick to plinths for principal or road-facing facades.

Public Realm

Much of the character area has a generous and open public realm. There are many examples of grass verges and, despite mostly on-street parking, the area rarely feels cluttered or untidy. There are a good number of street trees which heighten the quality of principal routes and relieve the sometime monotonous street scape of repeated house types. Boundaries vary throughout but are generally low

level and often open. This can create a sense of space particularly to sub-area CA10c where the grass verges and open boundaries combine to give a very real sense of openness and spatial quality. Elsewhere there is a more structured sense of public and private spaces with low hedges and fence boundaries to front gardens. The principal routes of Dysart Road and Barrowby Road have a boulevard character in places with mature street trees and wide verges and houses set back behind mature front boundaries.

Carriageways and footways are occasionally narrow and can create problems of conflict between cars

and pedestrians. This is especially the case to roads between Ryde Avenue and Cowes Road to the north side of Dysart Road.

Connectivity

There is very good connectivity throughout this character area due to the formal and informal grids of streets, roads and lanes and also a network of footpaths which links roads to open spaces and also housing areas to other housing areas. There are also greenspaces and links which are good alternatives for pedestrians. As with much of the areas (CA05, CA09 and CA10) west of the railway line there is limited connectivity with the town centre other than via the road tunnels at Dysart Road and Barrowby Road (relating specifically to CA10). Connectivity could be improved to CA05 (the canal basin site) and this should form part of any future plans for this important areas adjacent to CA10 (see CA05).



Figure 8.10.19; Some parts of the character area are in a poor condition

Sub-areas CA10c and CA10e are not well connected and can suffer from very limited legibility in places due to the overriding use of cul-de-sacs and large loop roads within the street pattern. There is some linkage via greens and open footpaths which relieves this for the pedestrian.

The A1 transport corridor is a significant barrier to connectivity to the west with only very limited crossing points for the pedestrian or car user.

There is a focus of recreation grounds and sports fields connected to large school complexes and a leisure centre and football ground to CA10a and CA10b. There are also a series of break-out areas of amenity greenspace often containing mature trees to the southern edge of CA10c (south of Winchester Road) along the stream's path which forms the edge of this development. There is also a successful series of wide grass edged footpaths to the centre of CA10c. Elsewhere, small greens built into the street pattern at corners or between groups of houses or wide grass verges also combine to give a sense of space and openness in places. This is particularly the case when combined with open boundaries to front garden areas as seen in CA10c and CA10e.

Biodiversity

The stream and its rich wildlife habitats running between sub-areas CA10a and CA10c forms an important and linking role throughout the character area and is closely linked to private gardens and other greenspaces. Most of the areas adjacent to the stream are tree-lined.

There are also a number of small informal break-out grassed areas sometimes with trees scattered across. These are found to the edges of roads

through the character area but also within the housing layouts and often link to grass verges. In addition, these are linked to small but sometimes matured gardens and provide important green corridors through the character area. Gardens to the western and northern edges presently back on to open countryside.

Condition

The character area is generally in a good condition. Some areas appear neglected in places, particularly to communal areas (most notably sub-area CA10f). In other parts of the character area, the transition between housing and other uses is not always successful and some spaces appear under-used or are dominated by parking (particularly to CA10b).

Ownership

Mostly private ownership. Some larger company and investment ownership likely within the commercial areas of the character area. Some housing is owned by housing associations.

Negative qualities of the area

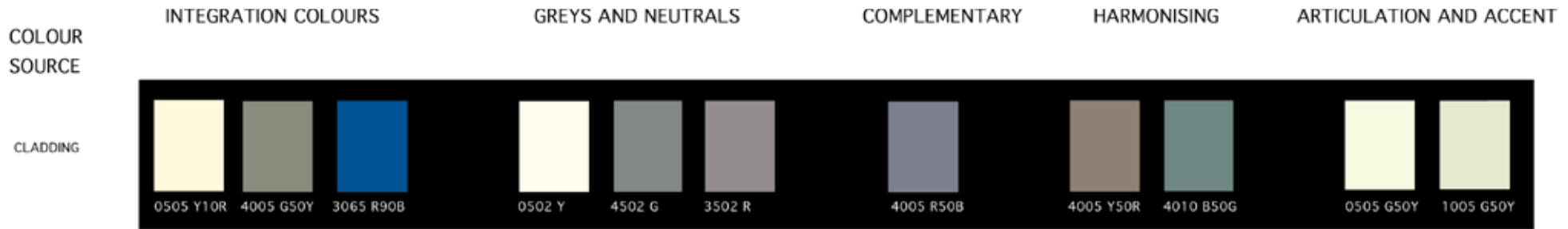
- The transitions between this character area and others (particularly CA05) are of poor quality. Similarly the transitions between uses (CA10a and CA10b for example) are also poor – no screening or blank frontages or poorly defined townscape, particularly to boundaries
- There has been some encroachment of parking to front garden areas with the loss of greenspaces
- Poor legibility and connectivity within some of the larger areas of housing (particularly CA10c)

Figure 8.10.20; Colour palette recommendations CA10 acef



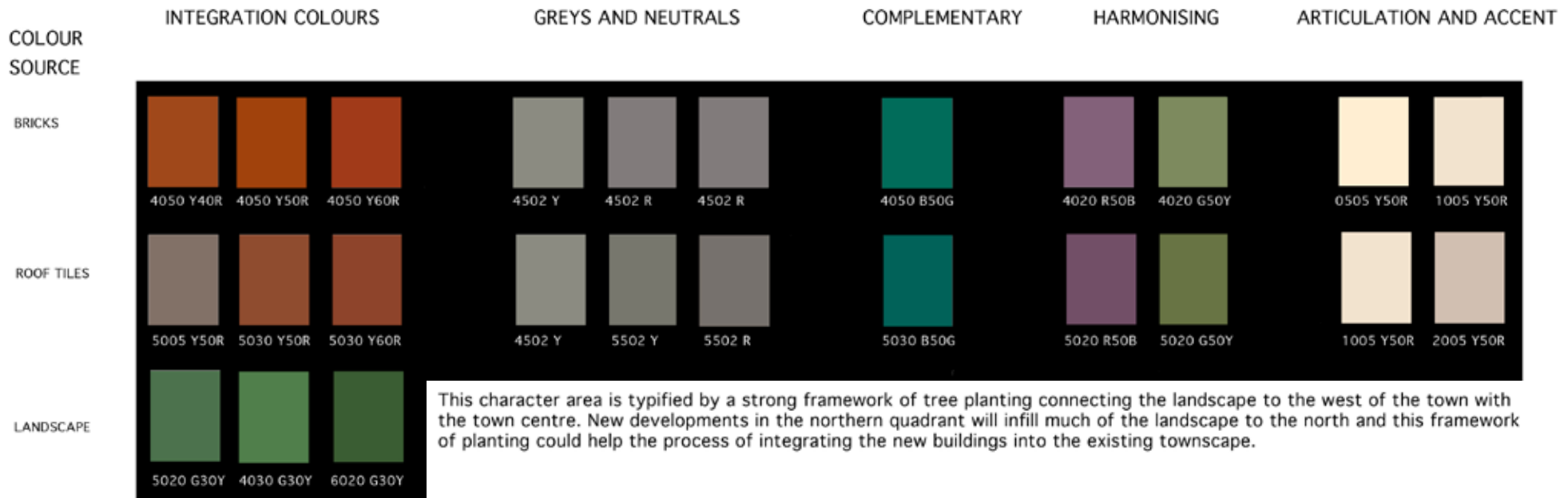
A large character area of inter-war and post war housing developed to a high density for much of the site. Potential developments to the canal basin will impact upon the eastern edge of this area and may stimulate the renewal of some boundaries and routes. In turn aspects of this colour palette may influence the palette range of the canal side development.

Figure 8.10.21; Colour palette recommendations CA10 b



This sports complex will provide future opportunities to express a corporate approach to colour in the public realm. Wall and roof cladding, items of pedestrian and vehicular management and lighting columns can be better co ordinated to promote brand recoanition.

Figure 8.10.22; Colour palette recommendations CA10 d



- Poorly resolved edges to housing areas particularly the north side of CA10e

Key Design Principles (general)

- Maintain the predominant two storey scale
- Maintain the modest massing and scale of flat blocks within the character area
- Encourage green links between proposed development and existing edges of character area (particularly to the north CA17b and east CA05a)
- Retain shared glimpsed views (gaps between houses) of the spire of St Wulfram's church in the townscape
- Consider the creation or maintaining of open views south to the ridgeline of Gorse Lane and east towards the town centre
- Retain the late Victorian and Edwardian villas to Barrowby Road as they are important heritage assets in historic and townscape terms
- Retain important views north from Barrowby Road towards the Great Gonerby Conservation Area

and the spire of the Grade I listed church of St Sebastian

Intervention –including identification of potential sites for change

- Provision of more active frontages to non-residential areas presently fronting main roads, temporary screening by hedges or trees or consideration of public art projects to enliven dead frontages – particularly to Trent Road
- Further encourage the planting of street trees in gaps to the south side of Dysart Road and along Barrowby Road

Limits to Growth

Much of the potential for growth lies outside and to the edges of this character area which make these edges particularly sensitive to change. There are significant opportunities to create good meaningful linkages between CA10 and adjacent areas of open space and developed space.

Within the character area there are very limited opportunities for growth as much of the area is developed to a generally medium to high density. Houses to Barrowby Road (CA10d) may come under significant pressure for change (particularly the amalgamation of plots to create larger plots for flat blocks or retirement/sheltered housing) This will have a detrimental effect on the character and appearance of this important processional route to and from the town.



Figure 8.10.23; Important transitional areas of open countryside particularly to the north of CA10 help define existing areas of historic settlement – such as Great Gonerby (CA12) – seen in this distant view

CHARACTER AREA 11

CA11: Barrowby village and environs

Summary

The village of Barrowby lies to the west of Grantham and is separated from the town by the A1 transport corridor including the junction with the A52 which also provides direct access to the village. The village core (CA11a) is designated as a conservation area and has a number of high status historic buildings dating from the 16th and 17th century and the church of All Saints dating from the 13th century, restored in 1854. The older houses are grouped around the church and the open greenspace to the south. The village feels semi-rural in character and is separated from Grantham visually by topography with more of an open aspect to the steep scarp to the west and north.

The post-war urban extensions to the village (CA11b) to the east and south are set on a series of informal estate roads forming a loose grid which includes loop roads and cul-de-sacs. These are of a different character to the village core but are nonetheless part of the settlement.

Context (including topography and views)

This character area lies to the western edge of the study area and is bounded to the east by part of the landscape setting to the town (CA17c). There is open countryside to the north, west and south.

The village sits on a scarp with the land falling sharply away to the north and to a lesser extent the west but with both giving extensive views beyond the village core out to open countryside. The village

itself sits on a relatively flat plateau. The urban extensions to CA11b fall steadily away to the south (along Low Road) and east (towards the A1 transport corridor which sits in a cutting). To the southern extent of the developed sections of the village, where Low Road meets The Drift, there is a long distance glimpse of the spire of St Wulfram's within a setting of open fields.

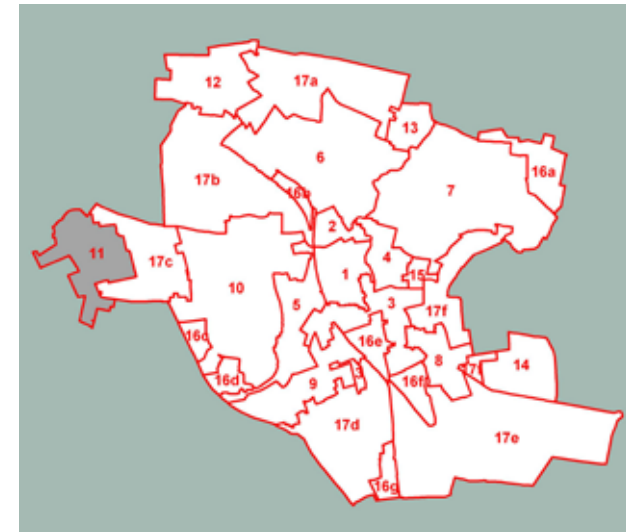


Figure 8.11.01 CA11



Figure 8.11.02; Barrowby is characterised by much variation to the streetscape which provides interest throughout © Kate Jewell



Figure 8.11.03; Barrowby at the junction of Rectory Lane and Church Street

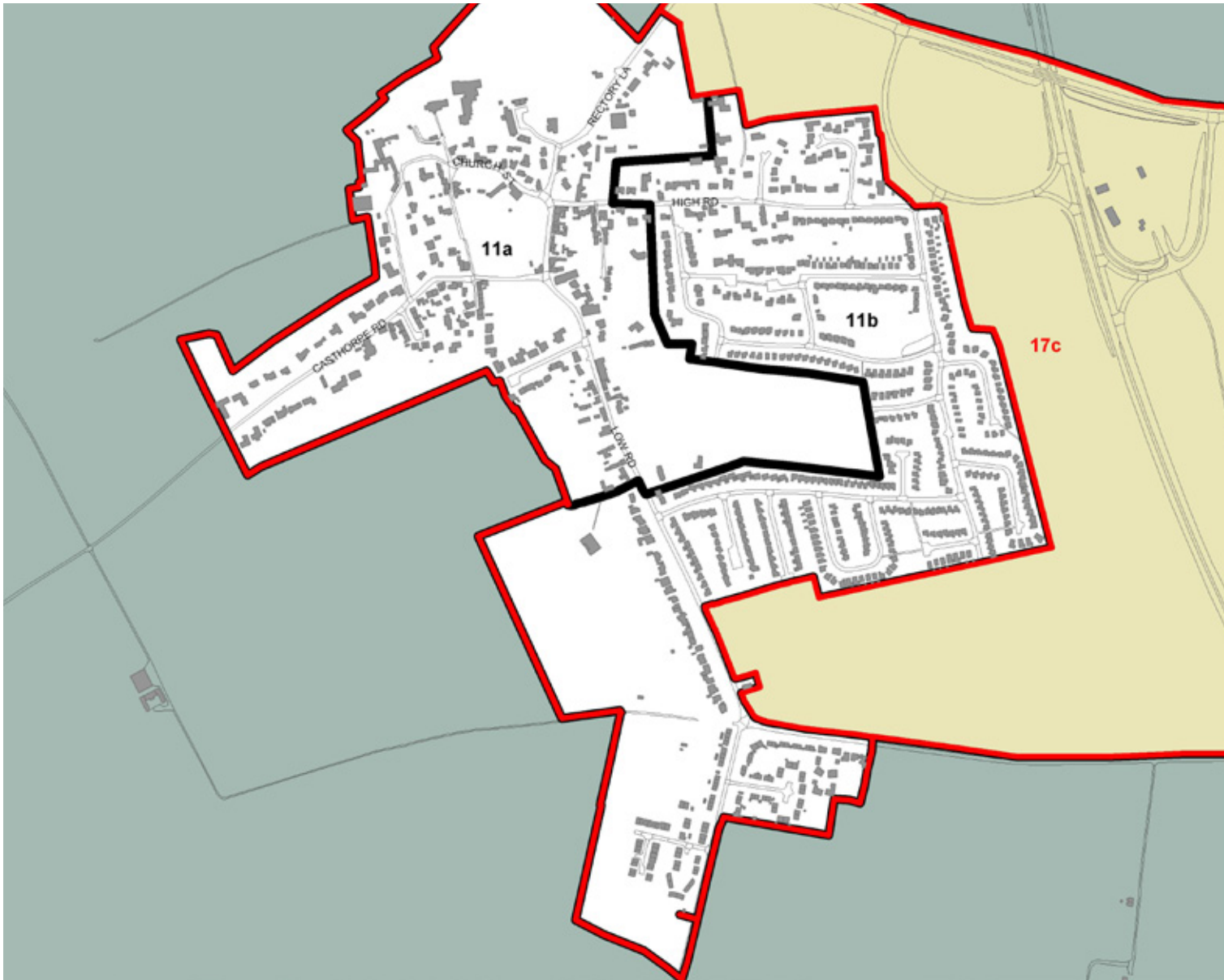


Figure 8.11.04; Figure Ground and sub-areas for Character Area 11

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊕ Local landmark
 - ✱ Poor landmark
 - ◊ Positive sense of place
 - Positive building frontage
 - - - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▨ Poorly defined area/loss of enclosure
 - ||| Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 100 200 Meters



Figure 8.11.05; Townscape for Character Area 11

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CA 11

Key characteristics

CA11a: Barrowby village core

Form/origins:

Irregular nucleated village set around an informal green with later infill

Heritage assets:

A high degree of heritage assets reflected in a relatively high number of statutory listed buildings (including boundary walls) and wide and varied scale and period of buildings. Most of the area is within the Barrowby Conservation Area

Topography:

The settlement sits on level ground on the top of a ridge

Plots:

Mostly informal, irregular plots historically laid out around a large greenspace and along key routes into the village

Building lines:

Some variation with some houses set to the roadside and larger, higher status houses set back often in large gardens with boundary walls

Materials:

An attractive mix of coursed rubblestone and brick houses. Stone is often used for boundary walls and outbuildings. Roofs are mostly clay tile or pantile with some use of natural slate

Scale:

Mostly traditional two storey scale with larger houses at two and a half storey, and occasionally three

Uses:

Predominantly residential throughout with local

amenities such as church and village shop and post office

Trees and greenspaces:

Some fine examples of mature trees to open greenspaces and private gardens, often partially obscuring and/or framing houses and other important landmarks such as the church

Public realm:

Narrow pavements to the historic core, no street trees but trees to greenspaces and well-defined traditional boundary treatments (mostly stone) throughout.

Access and connectivity:

Good access to major road networks and a good network of public footpaths to the open countryside

CA11b: Barrowby urban extensions

Form/origins:

Post-war expansion of Barrowby village

Heritage assets:

A number of buildings of local architectural and historic interest are found in small groups generally surrounded by or abutting post-war development



Figure 8.11.06; Post-war expansion (CA11b)

Topography:

The land falls steadily to the east and south

Plots:

Regular plots laid out to an informal grid of estate roads, principal routes and cul-de-sacs

Building lines:

Development set to consistent building lines following the road contour, with houses set back in often spacious gardens

Materials:

A mix of red, buff and multi-stock bricks, some decorative tile hanging to upper storeys and some use of reconstituted stone for detailing. Concrete interlocking tile roofs

Scale:

Single and two storey houses, mostly with low pitched roofs

Uses:

Residential- single family dwelling houses

Trees and greenspaces:

Trees are predominantly ornamental, larger broadleaf trees form the backdrop to some development, some public amenity greenspace but mostly confined to private gardens

Public realm:

Generally open boundaries to post-war development give a sense of spatial quality despite narrow roadways

Access and connectivity:

Good access and connectivity given the informal grid of roads and network of footpaths (which also give wider access to the open countryside)



Figure 8.11.071; Panoramic views north and west from Barrowby across the Vale of Belvoir

Overview of character area CA11

Grain/density/plot coverage

To the village core (CA11a), development is at a low to medium density with pockets of fine grained built form comprising older cottages, farms and their outbuildings found in groups to road junctions or around other higher status buildings such as Barrowby Hall, the Rectory or All Saints church. This produces some high quality townscape to the village core (for example on travelling along Church Street). Houses are generally set in irregular plots which vary significantly in their coverage with very little evidence of planning to the settlement.

The post-war urban extensions (CA11b) to the village, by their nature, are far more planned than the core and houses are set within regular plots at a medium density producing a medium grain to the development. The houses are set out on an informal grid of roads with a series of smaller loops and cul-de-sacs set around a larger loop of linked roads. Houses are set back from the roadside in good sized gardens often with off-street parking and either integral or separate garages. There is a mix of boundary treatments but they are often left open to front grassed or paved areas. This gives a general air of spatial quality and openness to sub-area CA11b.

Scale

The majority of buildings within the character area are two storey. Some of these are grander than others, with houses ranging from modest vernacular cottages (sometimes terraced or in rows) to small country houses, manors and a rectory. As a result,

there is much variation in eaves height and the size and type of window openings reflecting their various architectural periods and commitment to a vernacular or polite origin or remodelling. There are also some examples of a more modest cottage scale with dormers to attic spaces at first floor cutting the eaves line and thus diminishing the scale of these houses.

To the wider urban expansion of the village (CA11b) there is a mix of single and two storey dwellings. With the latter, the scale is reduced by the use of low pitched roofs and some variation to the road-facing elevation with small gables, hips and roofs brought down over garages.

Uses

The character area is almost entirely comprised of private residential dwellings. These are houses

rather than flats or converted or subdivided houses. There is a church, primary school, public house, post office and butchers. These are focused around the Church Street, High Road section of the village with the exception of the butchers which is in Low Road.

Building types

There are four significant building types within the village core; the grander, higher status small country house. These are generally set within extensive grounds and tend to be buildings of several phases with each reflecting materials or architectural styles or detailing from their various periods. There is the farmhouse, usually heavily altered and extended and often but not always having most if not all of its outbuildings and/or yards demolished or built upon respectively. The more modest cottage style house;



Figure 8.11.08; Vernacular cottages typical of the historic village © Richard Croft



Figure 8.11.09; The Grade I listed All Saints Church © Richard Croft



Figure 8.11.10 and Figure 8.11.11; The characteristic Ancaster limestone displays a rich diversity of colour variations. (Bottom image © Kate Jewell)

Figure 8.11.12; Colour palette

CA11a
COLOUR
SOURCE

STONE



1515 Y20R 3020 Y20R 3040 Y20R

BRICK



2050 Y40R 2050 Y50R 4040 Y50R

PANTILES



1050 Y50R 2040 Y50R 5030 Y50R

CA11b
COLOUR
SOURCE

BRICK



3020 Y30R 3020 Y40R 4030 Y50R

ROOF TILES



5020 Y40R 6010 Y30R 6010 Y50R

these can range from small stone and brick terraced houses to the more grand double fronted house with central door and gable ridge stacks (seen a number of times within the village). And the more community orientated buildings such as the school and church and churchyard.

Of particular note are the coursed rubble stone boundary walls which survive (many of which date from the 18th century and are statutory listed) and strongly define the village core and sections of roadside wider afield.

Architectural qualities

There is an interesting mix of the vernacular cottage characterised by its steep roof pitch, use of local materials (generally coursed rubble stone), timber casement and stone mullioned windows and simple plan and layout and the grander house generally characterised by a grander scale to the window proportions, the use of large sash windows or stone cross mullion windows and ashlar stonework or buff (and some red) brick as opposed to rubble stone.

The church of All Saints is Grade I listed and dates

from the 13th century. It has good examples of the Perpendicular and Decorated styles of architecture principally reflected through its window design.

The post-war houses of the urban extensions (CA11b) are architecturally undistinguished but form attractive groups of well-maintained suburban housing with sufficient variation in detailing and roof profiles to provide some interest in the street scene.

Heritage Assets (including designations)

There are around thirty statutory listed buildings within the character area, ranging from the Grade I listed All Saints Church to the pair of cottages 15 metres west of Malting House. A number of the distinctive and, in places, lane-defining boundary walls are listed separately for their special historic and architectural interest. There are also several groups of mostly 18th century but some 19th century carved and decorated headstones within the churchyard. These are statutorily listed Grade II in groups.



Figure 8.11.13; Grass verges and open greens space contribute to the high quality public realm

Unlisted Buildings include the former chapel to the junction of Church Street and Rectory Lane, the core to the present primary school (originally a private school) adjacent to the church, various vernacular cottages which have retained their scale and material detailing and the traditional red telephone 'K6' kiosk to the south side of Casthorpe Road. The tree-lined green, telephone kiosk and Grade II Listed wall to Barrowby House make a very attractive village group.

The mid Victorian house and its outbuildings (with what was possibly a dairy attached) to the south side of Casthorpe Road is an important unlisted survival of a larger house from this period and defines the western edge of the present historic core of the settlement and is a key building in the townscape on travelling out of the village on the Casthorpe Road.

The historic core of the village is designated as the Barrowby Conservation Area (designated 7th March 1985).

The historic core of the village (CA11a) comprises a very attractive mix of local red/orange brick with some over-burning of brick to form a mottled effect on the façade (these aren't, however, formalized as burnt headers) and local Ancaster stone in rubble form but laid to relatively narrow courses but with larger stones to the quoins. Larger houses have limestone ashlar stonework to the walls and stone mullion windows. A buff brick is also seen to houses and other buildings such as the former chapel to Church Street. Windows and doors are often defined with varied treatments to the jambs such as red brick in stone buildings (houses to Main Street and the White Swan Public House) and ashlar stonework to brick buildings (to former Chapel). Windows are also on occasions accentuated by stone hood



Figure 8.11.14; The open greenspace to the heart of Barrowby performs the role of a village green

moulds. Roofs to the historic core are generally steep pitched and covered with an attractive mix of either red/orange pantiles or natural slate and tall red brick chimneys with clay pots.

Boundary walls are often course rubble stone with a variation in material to the capping; moulded bricks or pantiles. These form very attractive and well-defined property boundaries to the historic core.

The houses to the urban extensions (CA11b) use a mix of stock bricks in various colours and finishes to include; red, orange, buff and some multi-stock bricks. There is some plain and decorative tiling to upper storeys in panels, usually green or grey in colour and typical of the period. Roofs are generally concrete interlocking tiles at low pitches.

Colour palette

The coursed rubblestone of the village core (CA11a) tends to be a deeper yellow colour than other

stone in the town. Warmer colours of increased chromaticness work well with the stone and help to maintain the village's separate identity.

The public realm is of a high quality throughout the character area despite relatively narrow carriageways and often a single pavement and kerb line to streets. To the historic core, the roadsides are often well-defined by stone boundary walls or buildings. Roads are quiet and, when not on the through roads, work as shared pedestrian and vehicular spaces.

There are some street trees and ornamental trees to front gardens to the post-war estates and the combination of open boundaries and grass verges give a real sense of spatial quality and openness.

Despite narrow carriageways throughout this character area there is limited on-street parking as most houses have a driveway or access to off-street provision.

Connectivity

This area is well connected internally with a network of roads, lanes and footpaths which allow access through the historic core and the modern estates. Footpaths also allow wider access to the open countryside to the west, north and south.

Vehicular traffic is well connected to the wider transport network with direct access to Grantham along the A52 and the A1 transport corridor linking north-south.

Open space

There is a good provision of public and private open space throughout this character area. The

greenspace to the immediate west of Low Road acts as an informal village green and is a well-used tree-lined amenity space with a children's play area. There is a grassed and tree-lined public space to the north of Pastures Road at the junction with Reedings Road.

To the north of Hedgefields Road and south of Pastures Road there is a series of open fields and paddocks lined by mature broadleaved trees. This is an unexpected but welcome greenspace to the centre of a developed section of the character area.

The school has playing fields which open to the countryside to the north and provide some of the best views from the village into the Vale of Belvoir.

Throughout, private rear gardens are generally good sized and occasionally very generous and expansive areas of private amenity space, often lined or containing singular or groups of mature trees, some of which are specimen trees such as Cedar of Lebanon.

Biodiversity

The linked generous provision of mature private gardens and public greenspaces combined with the close proximity of the open countryside and the presence of a considerable amount of tree cover and hedge boundaries create the ideal habitats for wildlife to establish and thrive.

The area is also generally quiet in terms of through traffic for most of the day which also greatly contributes to the quality of the natural environment.

Condition

The character area is in very good condition throughout with well-maintained houses, streets

and public spaces. There do not appear to be any derelict or underused buildings or areas of neglect.

Ownership

Most houses are in private ownership and there appears to be little in the way of estate houses or tied tenancies. Larger open spaces within and adjacent to the character area are likely to be in the ownership of larger land owners or possibly land banks.

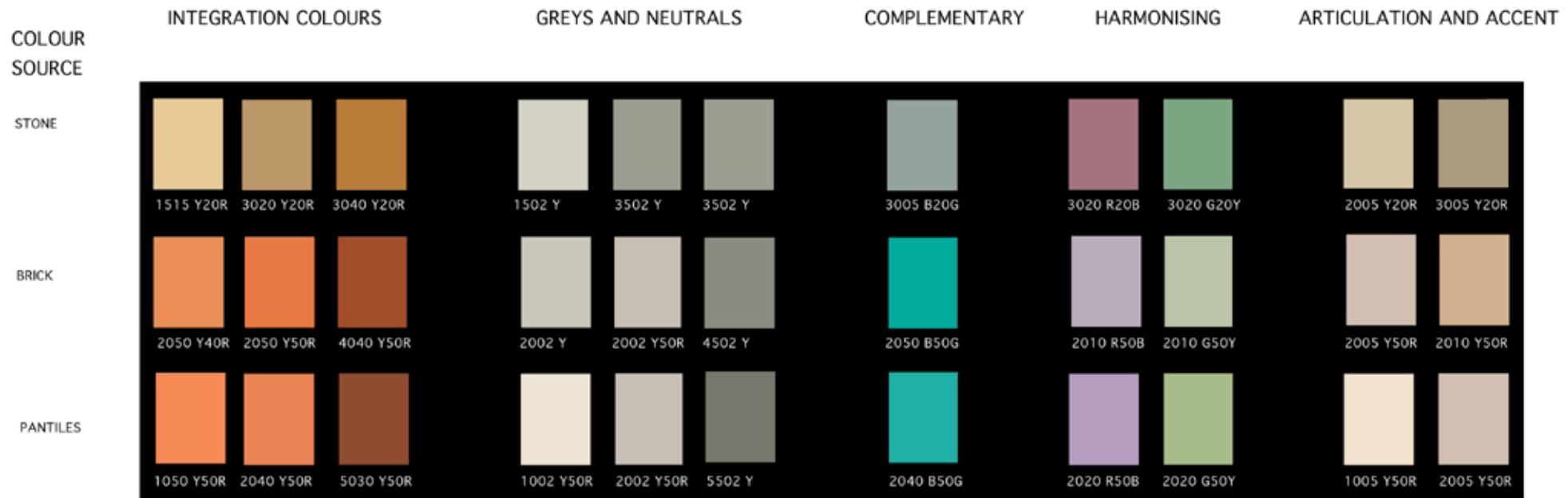
Negative qualities of the area

- Some inappropriate modern window and door replacements to traditional buildings
- Paving of entire front garden spaces (and in some cases, removal of traditional boundary treatments) to create parking areas
- Excessive wirescape in places

Key Design Principles (general)

- Maintain, reinstate and replicate (where appropriate) traditional boundary treatments – stone and brick walls with appropriate coping details
- Future infill development should very carefully consider the density and scale of adjacent development (no more than two storey and often less)
- Trees and mature hedges are very important to edges and roadsides and should be protected or replaced wherever removed

Figure 8.11.15; Colour palette recommendations CA11 a



The coursed rubblestone of Barrowby tends to be a deeper yellow colour than other stone in the town. Warmer colours of increased chromaticness work well with the stone and help to maintain the village's separate identity.

Recommendations for colour palette

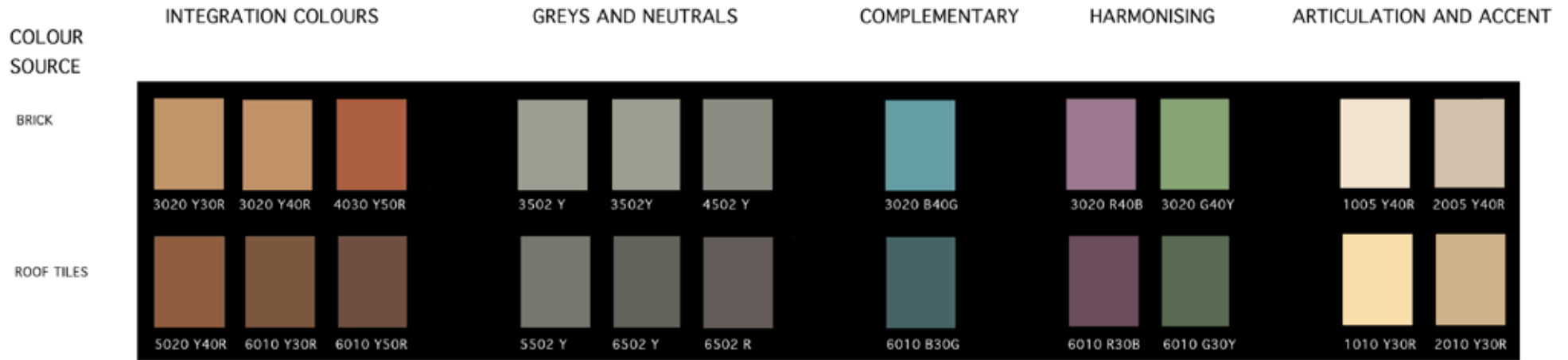
The division between the old village and the relatively new urban extensions can be ameliorated to a degree through the careful use of colour to public realm infrastructure (street furniture and lighting for example) and proposals for new development. The distinctive colour of Barrowby stone should be used to develop responsive palettes to maintain the key qualities of the village.

Intervention – including identification of potential sites for change

- There are no specific sites for intervention
- Future proposals for street furniture; lighting, seats, and bins, should take into account recommendations on the choice of colours to respond positively to the suggested colour palette

- Some of the quieter non-through roads to the historic core would benefit from an alternative material to tarmac possibly a resin bonded gravel or similar effect to reflect their potential for shared pedestrian and vehicular use

Figure 8.11.16; Colour palette recommendations CA11 a



This character area comprises of post war development to Barrowby village. The division between the old village and the new extensions can be ameliorated to a degree through careful use of colour to public realm infrastructure, and proposals for new development. The distinctive colour of Barrowby stone should be used to develop responsive palettes to maintain the specific qualities of the village.

Limits to Growth

There is very limited scope for significant growth within the character area which wouldn't compromise much of the positive qualities identified within the study. There are clearly areas which will be under pressure for development. These should be very carefully considered in terms of their present significant contribution to open space (albeit largely private) and in relation to the trees to edges and

within these spaces, in addition to the considerable contribution these spaces make to the natural environment within this character area.

CHARACTER AREA 12

CA12: Great Gonerby Village and Environs

Summary

This character area comprises the historic village of Great Gonerby and its post-war urban expansion to the east, south and west. The village was one of a number of villages which formed part of the Belton House estate, owned by the Brownlow family, and developed as an agricultural settlement. The historic core of the village is a designated conservation area (designated 16.04.1992) and has a number of statutory listed buildings, principally to High Street and Long Street including the Grade I listed church of St Sebastian. The village is distinctive for its use of local stone and pantiles and the church spire is a distinctive landmark from both within the character area and in the expansive landscape which surrounds the village. Views out to open countryside, particularly to the north and east, provide a clear understanding of the hilltop setting of the village.

The post-war expansion of the village comprises single and two storey houses arranged in groups around access roads and cul-de-sacs. Late 20th century development has revived the use of stone and adds some quality to these groups of houses.

Context (including topography and views)

The character area sits on a ridge to the northern edge of the study area and is separated from the town of Grantham by a narrow gap of open fields (made up of CA17a and CA17b), beyond these are the post-war housing expansion of CA06 which line and close the gap between Gonerby Road and the mainline railway.

To both the east and north there are open and expansive views of the countryside. To the east, Belton Park is seen (but the house is obscured by trees) to the north there are uninterrupted views into the Vale of Belvoir. On travelling down (south) along the High Street there are views to the spire of St Wulfram's and also views across the Northwest Quadrant (CA17b). The elevated position of Great Gonerby enables these expansive views to be gained and similarly for the spire of the church of St Sebastian to be a dominant landscape feature in views towards the character area.

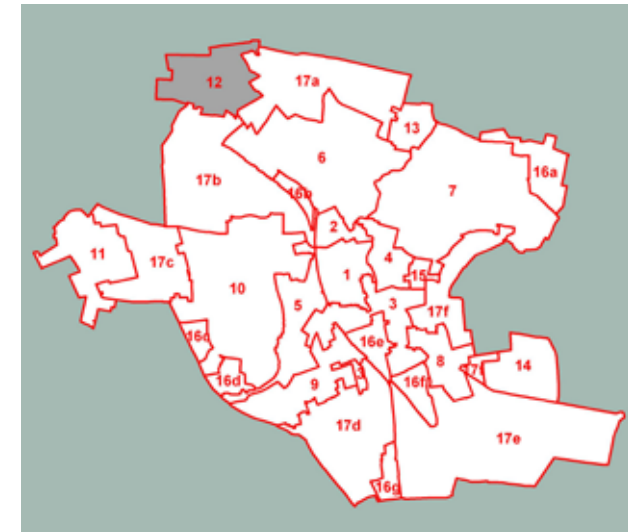


Figure 8.12.01 CA12



Figure 8.12.02; There are multiple views out of the character area to open countryside (generally farmland)



Figure 8.12.03; Great Gonerby, characterised by its historic red brick and clay tile houses

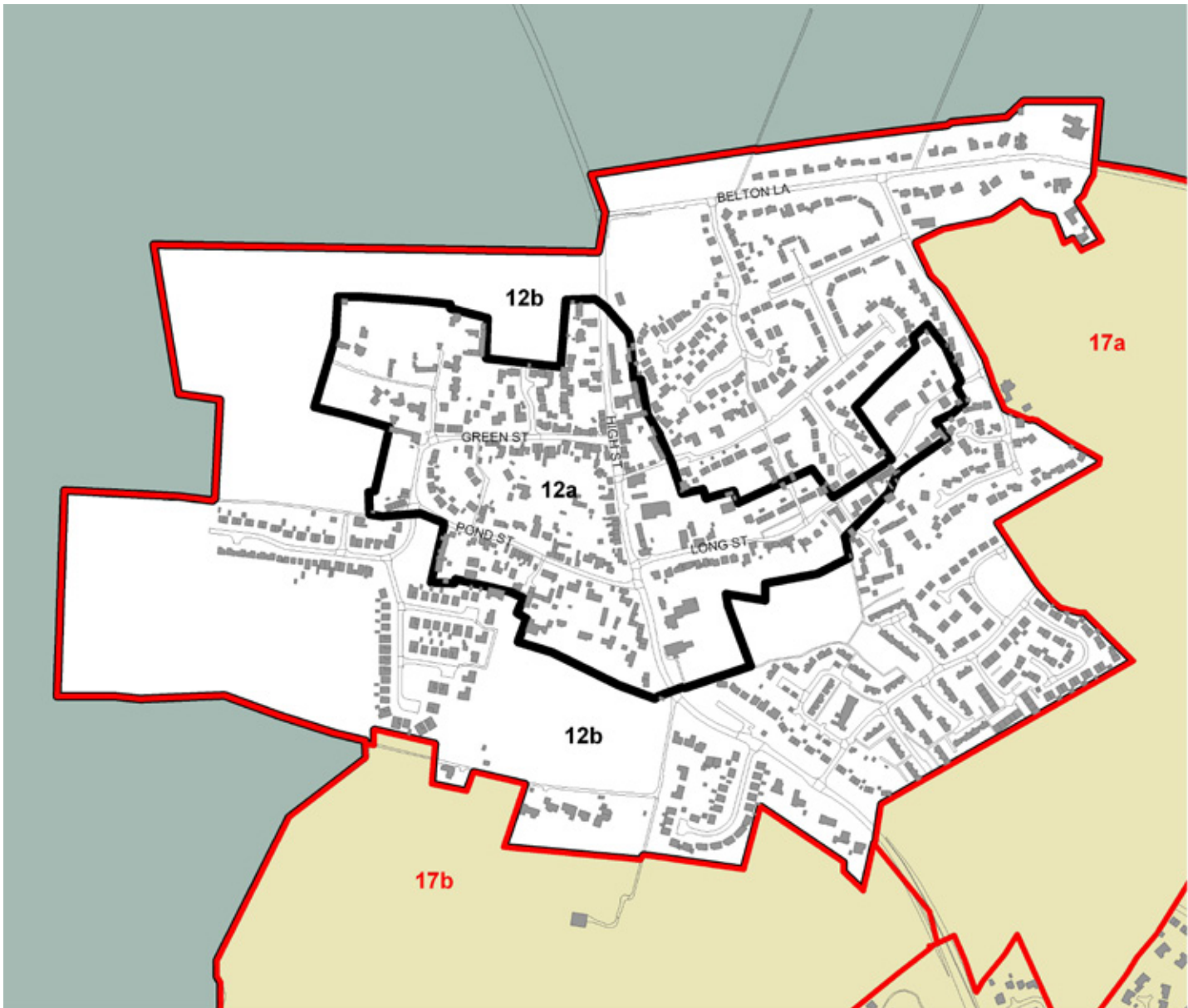
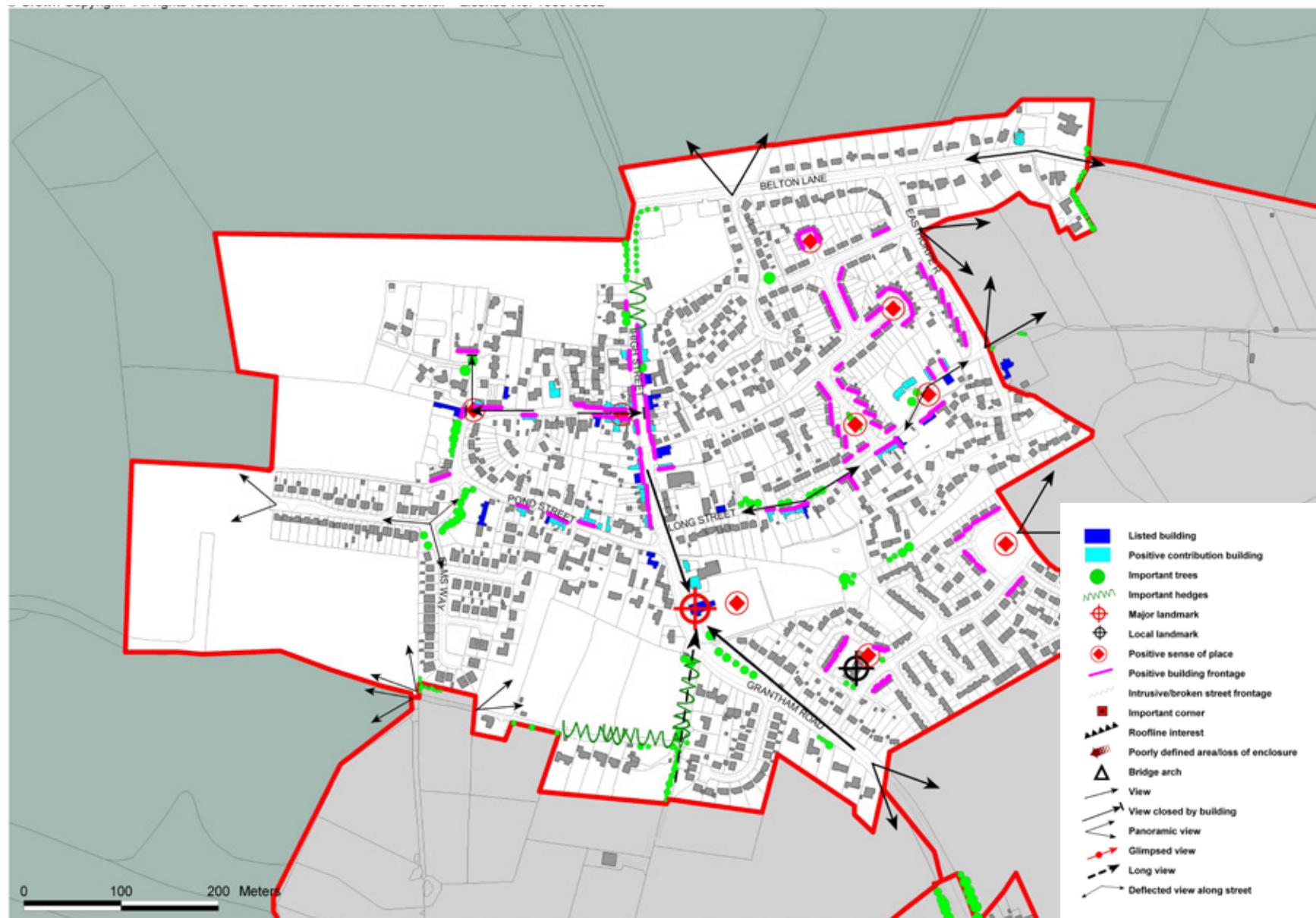


Figure 8.12.04; Figure Ground and sub-areas for Character Area 12

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Figure 8.12.05
 Townscape map for
 CA12



Key characteristics

CA12a: Historic village core

Form/origins:

Linear village with medieval (or possibly earlier) origins with a series of lanes leading from the core

Heritage assets:

A high degree of heritage assets reflected in a relatively high number of statutory listed buildings and varied period of buildings. Most of the area is within the Great Gonerby Conservation Area

Topography:

Steadily rising land with the village core set to the ridge of Gonerby Hill

Plots:

Small to medium irregular plots set on the main road and lanes leading from this

Building lines:

Much variation to building lines which forms part of the intrinsic character of the village; they vary from set well back in gardens to being at the roadside strongly defining the road edge

Materials:

A very attractive mix of coursed rubblestone (stone is often used for boundary walls as well as for houses and outbuildings) and red brick with a good survival of traditional pantiles, but also much replacement with concrete interlocking tiles

Scale:

Mostly a modest two storey, traditional cottage scale to older sections of the village but some larger three storey townhouses to High Street.

Uses:



Figure 8.12.06 and Figure 8.12.07; There is a varied plot distribution and much variation to the scale of buildings creating a dynamic townscape to the historic core

Predominantly residential; single family dwellings, with some community facilities; school, church, shop and public house

Trees and greenspaces:

Ornamental trees to front gardens, some older trees

to Long Street and other older sections of the village, very few open public greenspaces but generous private gardens throughout

Public Realm:

Narrow roads and lanes, grass verges to High Street and some carefully considered surface treatments, a mix of on and off-street parking can appear cluttered in places

Access and connectivity:

Good access and connectivity particularly for the pedestrian with open countryside to the west and east accessed by a well-used network of footpaths

CA12b: Great Gonerby post-war urban expansion

Form/origins:

Post-war expansion of the village on largely cul-de-sac developments

Heritage assets:

No above ground heritage assets present

Topography:

Occasionally undulating but generally rising to the ridge line to the west

Plots:

Regular larger plots

Building lines:

Varied and sometimes related to the curvature or characteristics of the access road (for example fanned around a cul-de-sac)

Materials:

Stock red brick, some use of stone (to late 20th century development), concrete interlocking tiles and modern pantile roofs

Scale:

A mix of single and two storey houses, mostly semi-detached or detached

Uses:

Residential throughout

Trees and greenspaces:

Trees to rear gardens and some survival of historic



Figure 8.12.08 and Figure 8.12.09; Post-war expansion has seen some attempt at responding positively to the local vernacular with the use of materials (CA12b)

boundaries, limited open greenspace

Public realm:

Generous grass verges throughout, some on-street parking, most boundaries well-defined by hedges or ornamental trees

Access and connectivity:

Good connectivity due to the informal network of lanes and footpaths and good access to the open countryside

Overview of character area CA12

Grain/density/plot coverage

To the historic core (CA12a) historic development varies between a medium and high density and it set on irregular plots throughout. There is a fine grain to the townscape and this is due to a combination of buildings being set to the back of pavement providing some enclosure particularly (but not exclusively) to High Street where frontage is continuous in places. There is a variation in roof heights and scale of building creating dynamic and interesting townscape to the core of the village.

Where houses are set back, boundary walls (stone and brick) or outbuildings often continue the street line.

Within the post-war expansion (CA12b) development is at a consistent low to medium density with sometimes generous garden spaces and houses set back from the roadside, usually with soft landscaping to the front boundary. The building line varies throughout this part of the character area and is usually related to the type, curvature and contour of the access road. Cul-de-sacs see a fan

pattern of houses and some houses address corners of roads rather than the street line (for example, the corner of Belton Lane and Easthorpe Road). There is some more successful place-making to late 20th century development where houses have been arranged around small greens and create interest by maintaining views to key landmarks (Goodman Close for example).

Scale

Buildings range from single storey bungalows to three storey townhouses (to High Street). To the historic core there is much variation in height and it is this variety in height combined with the varied use of roof materials (clay pantile and slate) and profile (generally more steeply pitched roofs) which contributes to an attractive and varied skyline within the historic core.

Scale of built form is far more consistent to the post-war development (CA12b) with single storey bungalows and two storey houses with low pitched roofs often grouped rather than mixed giving the impression of much uniformity to streets (for example The Knoll).

This change in scale to the village core, predominantly around the public house (The Recruiting Sergeant), helps define the centre of the village and provides some good enclosure to the slightly wider street at this point. It should be noted that there are very few examples of attic storeys or roof spaces used for accommodation and so dormers and rooflights are relatively rare leaving uninterrupted roof slopes to form attractive elements in the street scene. This is especially the case on roofs of traditional pantiles.



Figure 8.12.10; A locally distinctive palette of materials strongly defines the built form to Great Gonerby (CA12a)

Uses

The character area is predominantly residential, which is largely made up of private dwelling houses. There is the Church of England primary school; St Sebastian's to the north of the church, a village shop and public house.

Despite the relatively modest facilities there is a sense of community and the school located on the High Street adjacent to the church creates a hub of activity, particularly at peak times.

Building types

There is a mix of building types to Great Gonerby and this varied and rich mix is what provides some of the very strong characteristics of the village. It is often the juxtaposition of building types which also adds to this character.

The majority of historic buildings date from the 18th and 19th centuries. They range from three storey townhouses, farmhouses and outbuildings (some of which have been converted to other uses), chapels (some still in use and some converted) and cottage scale houses; some detached and some in short terraces. Unlike, for example Barrowby, plan types for the more modest houses are less well-defined and there has been much re-use of earlier buildings (which may not necessarily have started out as residential dwellings) and much alteration to houses and terraces (conversion from a number of dwellings into one and vice-versa).

The modern expansion of the village is typically either two storey detached or semi-detached houses or single storey bungalows, usually detached. These are generally found in groups rather than mixed.

Two notable building types of the village are the small outbuilding and boundary walls, which are often combined. Outbuildings can comprise former stables, cart sheds, some larger agricultural buildings or workshops. They are generally close to the principal building and often form part of the boundary in combination with stone or brick boundary walls. There is a good survival of this building type throughout the historic core (CA12a).

Architectural qualities

Much of the quality of the buildings within the character area is down to the materials and variations in local materials used rather than the architectural embellishment of buildings. It is notable that even to the larger late Georgian townhouses and farmhouses there is very little architectural detailing or finishes. Window proportions tend to reflect the status of buildings with the grander houses using sash windows and more modest cottage scale houses using casement windows.

Projections to the frontage (bays for example) are rarely seen. Some verges to roofs are raised and have stone copings but it is generally the simple vernacular form of buildings with steep roofs, tall brick chimneys and small openings that dominates much of the historic core. This is then juxtaposed against the grander and more formal proportions but still plain styling of the townhouses.

Typical architectural features found throughout the historic core (CA12a) include sash windows,

Figure 8.12.11; Singular and groups of outbuildings are a common building type to the historic core (CA12a)





(Left) Figure 8.12.13; Decorative doorcase (Right) Figure 8.12.14; carved corbel stones enliven St Sebastian's church



Figure 8.12.12; There are some fine examples of houses from the 18th, 19th and 20th centuries in Great Gonerby. This eclectic mix of periods combined with the use of traditional local brick and tiles significantly contributes to the character of the area.



segmental heads in red brick and stone lintels over windows.

Some of these architectural details and the use of stone for walling has been picked up in late 20th century development and some infilling.

The post-war expansion is architecturally uninspiring but the planned layout and spatial qualities of the houses have produced attractive, adaptable and robust development.



Heritage Assets (including designations)

There are 18 statutory listed buildings within the Great Gonerby character area. They are predominantly 18th and early 19th century houses, farmhouses and the Grade I listed church of St Sebastian, although some houses date back to at least the 17th century. They largely reflect the agricultural (some humble) origins and development of the village and the more wealthy 18th century owner/occupiers who settled and built in the High Street.

There are a number of unlisted buildings particularly (but not exclusively) to Green Street which are considered to be significant local heritage assets. Two cottages on the north side adjacent to the Sunday School were designed in 1848 by Henry Roberts as model cottages on behalf of the philanthropic organisation, the Society for Improving the Condition of the Labouring Classes.



Figure 8.12.15; A rich palette of locally distinctive materials is a strong characteristic of the townscape of Great Gonerby (CA12).

Figure 8.12.16; Colour palette

CA12 a
COLOUR
SOURCE

BRICK



STONE

PANTILES

CA12 b
COLOUR
SOURCE

BRICK



ROOF TILES

The former Sunday School on the north side and Methodist Chapel on the south are attractive and well-detailed red brick buildings with decorative stone details. Their presence and former importance is emphasised by their dominant scale in the street scene.

The significant number of traditional outbuildings and stone and brick boundary walls are all considered to be significant local heritage assets.

The middle and upper sections of High Street and Green Street and part of Marratts Lane are designated as the Great Gonerby Conservation Area.

Materials and colour palette

The majority of buildings are constructed from red brick but the distinct impression of the village is made with the older ironstone buildings which are interspersed between. Some buildings have been rendered and painted (to their detriment) and some combine both materials where first floor brick additions or the rebuilding of first floors to stone buildings has been undertaken.

Traditional roofs are a red/orange pantile with consistent colour or natural slate. The combination of pantiles with stone walls is particularly striking

and attractive and forms part of the defining characteristics of the village.

Modern expansion is generally stock brick, mostly red, but some buff brick. Stone has been used to great effect to some late 20th century infill and expansion (most notably Goodman Close, but also elsewhere). Roofs are generally concrete interlocking tiles or modern pantiles.

The historic core has a strong palette of local materials comprising brick, stone and pantiles. These have weathered uniformly to create a warm



Figure 8.12.17 and Figure 8.12.18; As well as open arable farmland the village has retained a number of small paddocks on its outskirts



Figure 8.12.19; View from a late 20th century housing development to the spire of St Sebastian's

rich range with brick and stone being used in combination on many buildings. The presence of charred inclusions within some of the bricks brings added depth to the colour, and opens possibilities for repeating this colour variation within new developments.

Public Realm

There is a general high quality to the public realm with well-defined boundaries of brick and stone walls or soft landscaping, often complemented by grass verges. There is a notable lack of street trees but trees and hedges to front gardens particularly to sub-area CA12b, in some way compensate for this absence. Narrow carriageways are, at times, cluttered and restricted by on-street parking.

The present lighting to Gonerby Hill (B1174) as

it passes through the town is out of scale with the traditional buildings which line this part of the character area which is also a designated conservation area.

There has been some attention paid to surface treatments and finishes particularly outside the school building where the pavement has been laid with clay pavements.

Connectivity

The village and its post-war housing are easily accessed and generally well connected to both vehicular routes and pedestrian footpath networks. The pedestrian can gain easy access to open countryside with links to Manthorpe and Barrowby away from the town centre vehicular links.

The B1174 can be a busy traffic route, particularly at peak times, and can be seen as a constraint to connectively east-west across the character area.

Open space

Publically owned greenspace within the character area is limited to the recreation ground to the corner of High Street and Belton Lane. This space includes tennis courts and a children's play area. There is no greenspace with public rights of way across it. The open space which does exist is the tree-lined playing fields to the school with unmanaged scrubland and trees to the north. There does appear to be a footpath leading onto this area from Cox's Walk which links to the school and its grounds.

To the north of Church Lane there are a series of open fields which historic hedge-lined boundaries. There is no public access to these fields and they are

used as paddocks.

Biodiversity

Private gardens linking to open countryside is restricted due to the layout of roads, but there are some pockets of mature trees, mature hedgerows and surviving elements of historic field boundaries which provide good habitats for wildlife.

Condition

The character area is in very good condition with well-maintained buildings, private gardens and public spaces.

Ownership

Most of the houses within the character area are privately owned. There does not appear to be much estate holdings. It is not clear what the pattern of ownership is to the fields to the north of Church Lane or the semi-public space to the west of Cox's Walk.

Negative qualities of the area

- There has been some loss of front boundaries and gardens to parking but this is very limited
- There has been a degree of replacement of traditional windows and doors with inappropriate modern designs to the detriment of the host buildings
- Some of the narrow lanes appear crowded and cluttered with excessive on-street parking in places

Figure 8.12.20; Colour palette recommendations CA12 a



Great Gonerby village has a strong palette of local materials comprising brick, stone and pantiles. The potential extensions to the northern quadrant will affect the southern aspects of the village and must take account of the materials and colour palette of the village.

Figure 8.12.21; Colour palette recommendations CA12 b



Great Gonerby urban extensions comprise mainly single and two storey housing and is integrated throughout the village. New building tends to follow the predominant palette of the old settlement, though reconstituted stone and concrete tiles lack the richness of colour of the originals.

Key Design Principles (general)

- Retain and re-use all traditional outbuildings and boundary walls
- Use natural stone or an appropriate red brick for principal facades of new houses/buildings (not reconstituted stone)
- Re-instate traditional windows and doors wherever possible
- Take care when proposing new buildings to relate the scale and status of the building to the type, size and number of windows
- Note the variation in building lines and promote some new build to the back of pavement or

- defining the road edge to relate to the character of the historic core
- Maintain and create new views to the spire of the church of St Sebastian
- Maintain the dominance of the spire of the church of St Sebastian in any extended views towards the character area (particularly from CA17b – Poplar Farm and environs)
- Retain and enhance historic field boundaries and hedgerow where found
- Promote further access to open countryside with well-marked footpaths or the introduction of new footpaths and rights of way (particularly in new development)

Recommendations for colour palette

Great Gonerby has a strongly defined palette of local materials comprising red brick, stone and pantiles. New buildings should seek to replicate more closely the traditional materials of the historic core as reconstituted stone and concrete tiles lack the richness of colour of the originals.

The extension to the Northwest quadrant will effect the southern aspects of the village and must take account of the materials and colour palettes of the village.

Intervention –including identification of potential sites for change

- There are no specific sites for intervention
- There are presently (October 2010) no allocated sites within the character area
- Rationalisation of parking to lanes and the addition of verges and trees to demark parking areas
- Reduction of signage to B1174; road markings and separate signs particularly around the church of St Sebastian and the adjacent Sunday School building
- Possible introduction of stone sett crossovers to lane junctions with the B1174 to demark these areas as of a quieter and more pedestrian friendly spaces
- Reduce the number and size of lighting columns through the village core and place lights on the sides of buildings (subject to their statutory status – placing lighting on statutory listed buildings should be avoided) rather than on lamp columns.

Limits to Growth

Presently Great Gonerby sits on the one of the ridges which circles Grantham and marks the extent of the very large bowl within which Grantham sits. Great Gonerby is unusual (as with the exception of Barrowby, which is, to a degree separated from the town physically by the A1) it is presently the only developed ridge line around the town. Its location is clearly demarked in extended views by the spire of St Sebastian which is seen especially in views from the south across the open landscape edge of town, character area CA17b. Presently views also perceive



the gap which remains between the village and town. This gap to Gonerby Hill is very important to this character area and the historic village of Great Gonerby (particularly the setting of a Grade I listed building and a designated conservation area) in terms of retaining both its physical and intellectual identity.

Growth to the village should be very careful not to compete with the significant landmark of the spire of the church of St Sebastian or encroach on the slopes of the ridge which presently contain and define the hilltop settlement. This is especially important to Gonerby Hill.



Figure 8.12.22, Figure 8.12.23 and Figure 8.12.24; (Left and above) The spire of the church of St Sebastian is a significant landmark and is seen in short and long views towards Great Gonerby

CHARACTER AREA 13

CA13: Manthorpe Village

Summary

This small character area covers the village of Manthorpe which is located to the north-east of Grantham to the edge of the urban extensions of the town. Historically, Manthorpe formed part of the Belton estate (Belton House and landscaped grounds lie immediately to the north-east). In the mid-19th century the Brownlow family erected a number of cottages and remodelled existing buildings to provide accommodation for workers on the Belton Estate. Communal facilities were also provided for employees, including a school, reading room and church.

The village is distinctive for its use of a Low and High Road and simple linear plan form. The houses are notable for their use of local materials and prominent decorative chimneys. The modest scale of buildings combined with their use of materials and architectural detailing set the village apart from anything else in the Townscape Assessment study area.

The area is seen as one continuous character area with no sub-areas and the designated Manthorpe Conservation Area lies completely within the character area boundary with the latter extending to the edge of the study area and including the new house, modern agricultural buildings and tennis court at the northern end of Low Road and includes open space running down to the riverside.

Context (including topography and views)

The character area lies to the northern edge of the Townscape Assessment study area and to the north-

east of the town centre and is linked to the historic core by the edge of post-war suburban development to CA06a. This forms a continuous developed frontage along Manthorpe Road (becoming High Road through the village) and places Manthorpe very much in the context of being at the edge of the town rather than separate, as found in the villages of Great Gonerby (CA12) and Barrowby (CA11). To the east is the valley floor of the River Witham and the village steps down to meet the valley floor (with the obvious road names; High and Low Road, revealing this distinct change in level) across the village.

The village sits low in a landscape context and views into the character area are limited to the spire of the church of St John the Evangelist. This can be clearly seen from Belton Lane to the north-west and from Belton Park to the north-east. The spire only becomes visible from the town on turning up along High Road from Manthorpe Road and is glimpsed in views from the housing estates of CA06 to the west and south-west of the village. Tree cover and topography prevents all but brief glimpses of the spire from the suburban extent of the town to the east (CA07). CA07, the suburban expansion to the north-east, effectively turns its back on the river and lies to the east of the character area to the east side of the flood plain of the River Witham.

The character area includes the river section and its floodplain as historically the river formed an important part of the location of the village, particularly the former mill which stood on the east side accessed off Low Road.

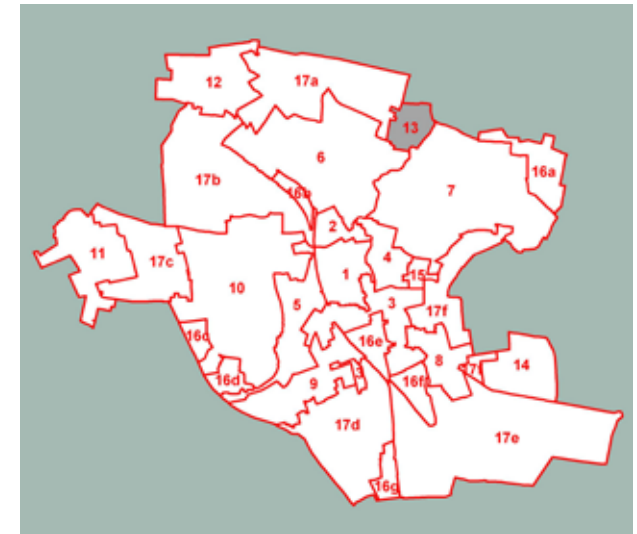


Figure 8.13.01 CA13



Figure 8.13.02; Manthorpe Village is split into a Low and a High Road. This essentially defines the small settlement.



Figure 8.13.03; The distinctive architectural style of houses is a defining characteristic of the estate village

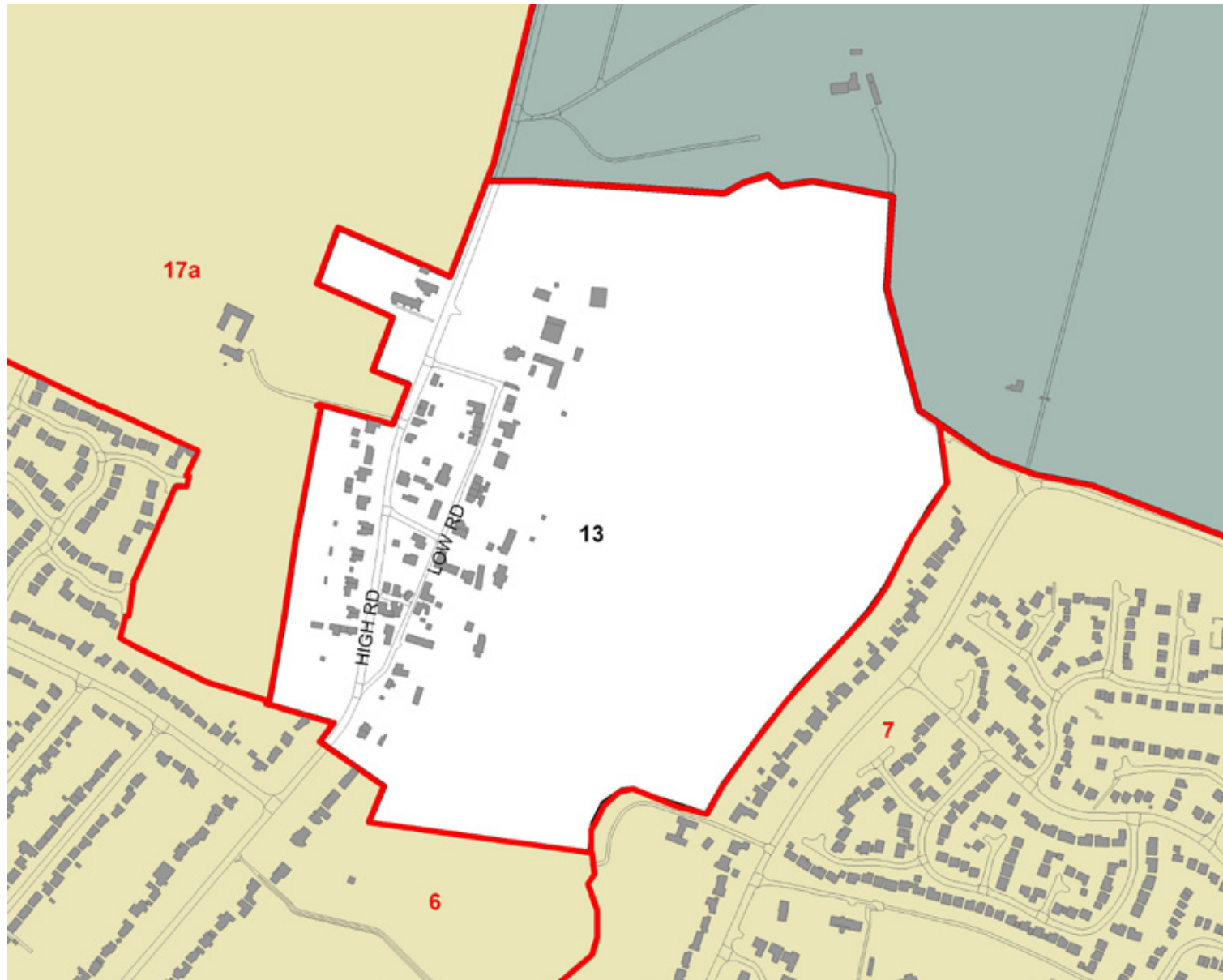


Figure 8.13.04; Figure Ground and sub-areas for Character Area 13

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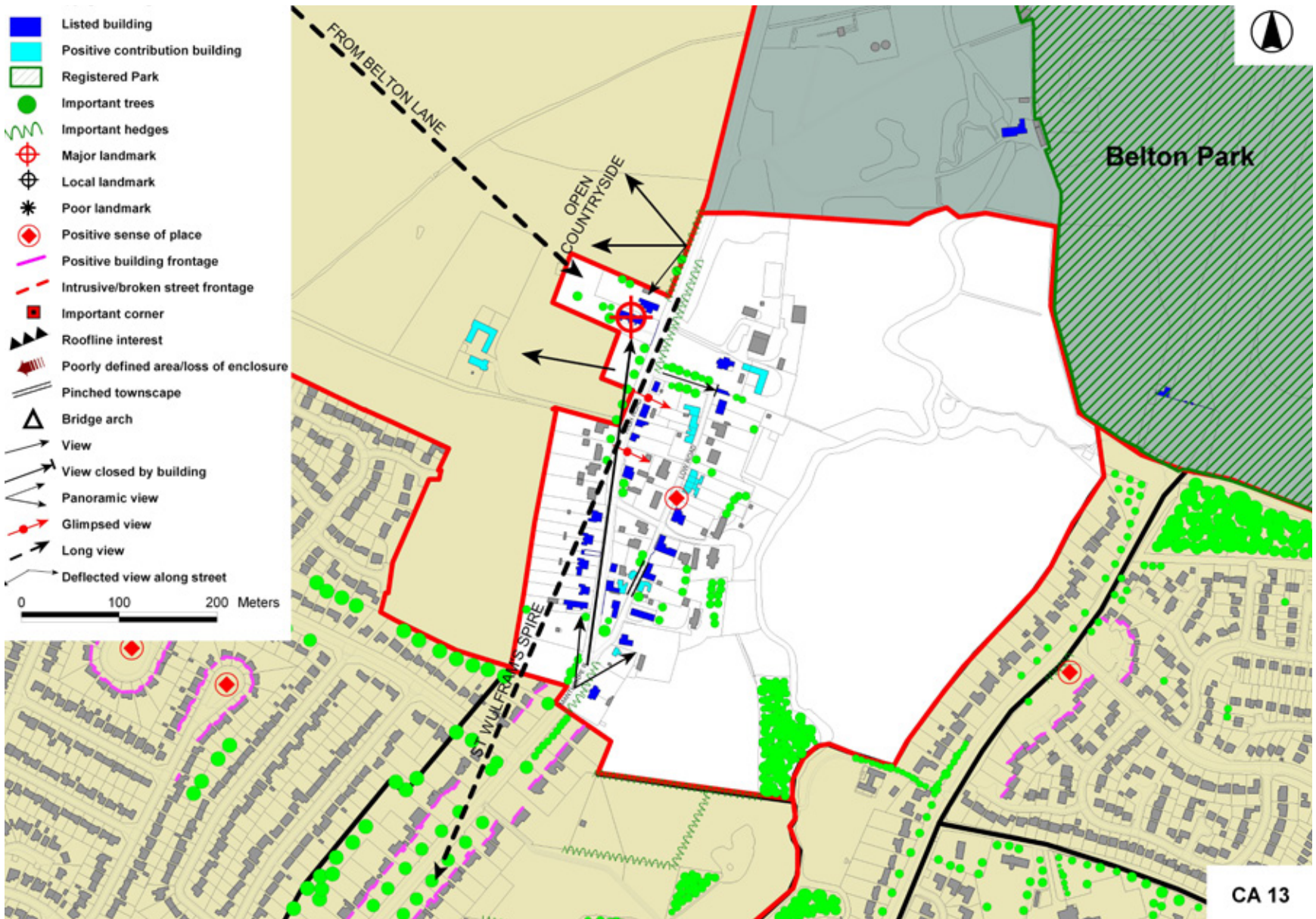


Figure 8.13.05; Townscape for Character Area 13

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Key characteristics

- **Form/origins:**

Linear village built (and remodelled and extended) by the Belton Estate for estate workers

- **Heritage Assets:**

A high degree of important heritage assets. Over half of the buildings within the character area are statutory listed and the area is designated as Manthorpe Conservation Area

- **Topography:**

The area slopes gently to the east towards the River Witham

- **Plots:**

A series of regular plots set along Manthorpe Road and Low Road

- **Building lines:**

Older houses are generally set forward to their plot, some are to roadside, creating pinch-points in the townscape

- **Materials:**

A very attractive and unique application of local materials; rubblestone and red brick with natural slate and pantiles to roofs, modern houses have concrete interlocking tiles. The twisted brick chimneys are a particularly dominant and striking feature of the roofs to the village

- **Scale:**

Mostly one and a half to two storey modest residential cottage style houses

- **Uses:**

Almost completely private residential houses with the church to the edge of the village

- **Trees and greenspaces:**

There is limited public greenspace but extensive

private greenspace (gardens) and mature trees form some of the foreground and much of the background to most built form within the character area

- **Public realm:**

Narrow roads and pavements or busy High Road with small grass verges but strongly defined boundaries often tree or hedge-lined. No street trees other than that to the corner of High Road and Low Road

- **Access and connectivity:**

Good access and connectivity including footpath access to the riverside

Overview of character area CA13

Grain/density/plot coverage

The built form to the character area is laid out on an informal grid (High Road, Low Road and linking lanes) of regular plots. These are set either side of High Road with the east side being divided to also form part of the frontage to Low Road. Plots to the east of Low Road then run out towards the river. Houses are set at a medium density but due to the houses being brought forward to the road edge in places and a subdivision of some plots with rows of houses or short terraces, the character area feels fine grained almost throughout. This is broken only by occasional late 20th century houses which do not relate well to the form, scale and layout of their historic neighbours.

The building line does vary throughout although the impression is that of a much more fixed line. This is due to most of the older houses in the village being set to the back of pavement or even to the



Figure 8.13.06; Gardens are important to the setting of village houses



Figure 8.13.07; Gables are a prominent feature of buildings throughout the character area.



Figure 8.13.07; A characteristic Manthorpe Village view – cottage garden, stone walls and buildings, with pantiles with a glimpse of the spire of St John the Evangelist beyond

road edge. This is also accentuated by the fact that these buildings are so distinctive in terms of their use of materials and architectural features, particularly the massive chimney stacks. The setting of older buildings, many of which are statutory listed at Grade II to the back of pavement and to the road edge has strongly defined the roads and has created dynamic and interesting townscape throughout. This is particularly the case to Low Road where the narrowing of the carriageway has led to a very attractive and village scale intimacy which contrasts with the relatively busy and less strongly defined High Road. The latter, however, plays an equally important role of defining views both north to the spire of the church of St John's and south to the spire of St Wulfram's church some two miles to the south.

It should be noted that the gaps between buildings are often closed by linking stone walls with brick capping of varying height, so that there is a constant and positive sense of enclosure almost throughout the character area.

Most houses have relatively large garden spaces, except those to the far south junction of High and Low Road. Houses, where they are not to the roadside, are always almost without exception set to the front of their large plots. This is particularly the case to the west side of High Road and to a lesser extent the east side of Low Road.

There is much variation in the way in which buildings address the street with a mix of gables and eaves lines to the roadside. This adds to the fine grain character of the character area.

Built form in terms of scale is modest throughout with only one or two notable exceptions. Houses



Figure 8.13.08 and Figure 8.13.09; The simple yet effective mix of brick and stone combined with an arts and crafts inspired honesty to materials (tall chimneys and exposed rafters) gives this group of cottages a strong local vernacular character

are either one and a half storey (one storey with dormers or gable windows lighting an attic storey) or a modest two storey, with windows tucked under eaves and low pitched roofs.

The size of building is also generally small. Most houses originated as workers cottages so the scale of these buildings reflects their humble origins. Some have been extended, altered and remodelled



Figure 8.13.10; The rich architectural embellishment to some of the estate houses greatly contributes towards the special character of the Manthorpe character area

but the humble character (in scale terms) of these houses has still been retained. This is not the case for later 20th century infill development which has maintained the scale in terms of height but not massing of buildings. These new additions are generally out of scale in terms of massing and articulation with their historic neighbours.

Uses

The character area is almost entirely residential. There is a church; the church of St John the Evangelist, and a village hall which is used by the community and houses a local play group. Houses are mostly private dwelling houses. There are no

houses converted to flats or purpose built flat blocks. The village does not have a local shop.

Building types

The predominant building type is the estate cottage. This is characterised by its modest scale, a simplicity to its plan form, use of local materials; stone and brick with pantiles, and distinctive large prominent decorative mostly brick chimney stacks (but some are a mix of ashlar and rubble stone). These include, corbelled tops, twisted flues and diamond set flues, most with decorated clay pots. The stacks

are always at ridge level and usually to the gable ends of the host building.

The church of St John the Evangelist was built in 1847-8 to the designs of GG Place of Nottingham. It was an estate church built for the workers on the Belton Estate, by the Brownlow family, owners of Belton House. The church is in an early Decorated style and is notable for its tower and octagonal broach spire combination. The tower is a notable local landmark and places the village in the context of the wider views across the grounds of Belton House and from the open countryside to the south side of Belton Lane.

Figure 8.13.12; Colour palette

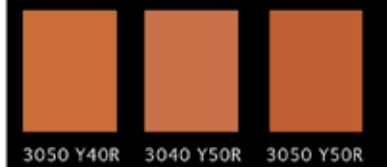
CA13

COLOUR
SOURCE

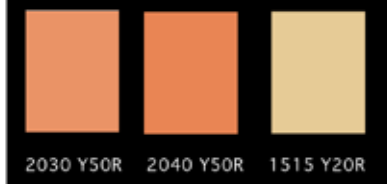
STONE



BRICK



PANTILES



Architectural qualities

The older houses within the character area are a mix of ironstone and brick construction, seen separately and in combination. (Commonly seen is brick used for an additional storey over stone or brick to the flank elevations and stone to the principal facades). To the estate village, the cottages portray a wide variety of detailing and design features. The roof is often the most prominent feature of these cottages not least because of the mix of shallow and steep



Figure 8.13.13; St John the Evangelist church, a prominent local landmark within CA13 and beyond (from CA06 for example)

pitches and gables to the roadside, with stone copings and the use of a stepped gabling and brick tumbling, but also because of the scale and variety of designs of chimney stacks.

The scale, variety and design of the chimneys is a defining characteristic of the character area and different to anything else seen within the Townscape

Assessment study area. These are complemented by the ball or spiked finials at the apex of steep gables. These elements strongly define both individual buildings in the street scene and the wider townscape in terms of the dynamic skyline created by the varied roof forms.

Most traditional windows in the character area are casements, sometimes cast iron and sometimes timber. In many cases these are set into stone mullions. This is the case in both brick and stone built examples. Openings are frequently given emphasis by the use of differing materials for their dressings – stone on brick buildings and vice versa.

A strongly textured and coloured red/orange pantile is the dominant traditional roofing material, and is particularly prominent at the south end, emphasised by the steepness of the roof pitches, low eaves levels and the difference in level between High Road and Low Road.

Heritage Assets (including designations)

Over half the buildings within the character area are on the List of Buildings of Special Architectural or Historic Interest. These are all at Grade II. A further significant number are older houses and other buildings which would be considered to make a positive contribution towards the character or appearance of the Manthorpe Conservation Area.

The designated Manthorpe Conservation Area lies within the character area and is drawn tightly around the built form to the settlement. The character area would be considered to form the immediate setting of the conservation area. The wider setting of the conservation area and the heritage assets within (particularly the church of



Figure 8.13.14; A broad palette of vernacular materials adds to the richness of the character of the townscape to CA13

St John's) would also be considered to fall within the wider setting of Belton House and its extensive landscaped grounds. Views from the house and notably from Belmont Tower (a Grade II* listed prospect tower to the east of the house) would include the spire of St John's church.

Belton Park is a registered Historic Park and Garden and abuts the eastern boundary of the character area.

Materials and colour palette

Buildings are constructed from a mix of ironstone and limestone in course rubble and ashlar and often seen in combination with red brick. Stone is often used for the principal facades with brick for the flank and rear elevations. The brick is also used as a dressing to stone buildings and vice versa. This is seen to great effect on No.17 High Road (Grade II listed) where the brick is used to produce tumbled

gables and alternating quoins. Stone is also used for copings to gables and in mullions and surrounds to windows. Stone is rarely seen to chimneys although there are examples. The chimneys are mostly red brick with clay pots.

Windows are a mix of timber-framed and cast iron casements. The area is notable for the total absence of sash windows. This reflects the humble origins of the cottages and the stylistic qualities of the architecture – vernacular rather than polite.

The roofs are consistently a traditional (some handmade examples survive) red/orange pantile.

Boundary walls form an important part of the character of the village and are generally low level coursed rubble stone with brick capping.

Public Realm

The public realm is well-defined throughout the character areas as houses are either set to the

back of the pavement or road edge or are defined by low stone and brick boundary walls which line the pavement (where one is found). Low Road is a very narrow carriageway with on-street parking which means that the traffic is naturally calmed by the presence of cars to the streets. There are small grass verges but these tend to be privately owned sections of grass adjacent to the highway. There is an attractive greenspace at the southern junction of Low and High Road complemented by a tree but somewhat cluttered by an accumulation of signage.

The lighting columns appear out of scale with the established built form to High Road and these are modern lamp standards of no architectural or historic merit.

Much of the generally uninspiring public realm is relieved by the quality of the boundaries and the buildings which enclose the public spaces and highways. Low Road acts as a shared pedestrian vehicular space due to its lack of through traffic.

Figure 8.13.15; Recommendations for colour palette CA13



Manthorpe village has a strong cohesive identity and a strong vernacular use of materials including twisted chimneys. Mature tree planting throughout the village sets the built environment into the landscape. The scale of the village and the fine grain of the building palette presents a very complete settlement.



Figure 8.13.16 and Figure 8.13.17; Stone and brick are seen in equal proportions throughout the character area. Scale is very important particularly in relation to new buildings adjacent to historic buildings (note the modest one and a half storey scale – common in the village)

Connectivity

There is good connectivity throughout the character area due to the use of the informal grid of streets, roads, lanes and footpaths. Footpaths also link east and west to open countryside, the river and beyond to urban areas to the east (CA07). There is also a cycle network which links via the river corridor with the town centre. The road network links the character area to the town and north to Belton Park and beyond.

Open space

There is very little fully public open greenspace, but there are a series of open spaces which could be used by the public and give a sense of openness to

certain parts of the character area. The land to the south of the church is part of CA17a but forms an important role of providing an open setting to the church and churchyard. The area to the junction of southern junction of Low and High Road is an attractive space dominated by the mature tree which links visually with the tree to the west side of High Road to form a natural 'gateway' to the conservation area. Private garden spaces often form key elements of the perceived open character to parts of the character area. This is generally due to the low boundary walls surrounding these spaces. This is particularly the case towards the southern end of High Road.

There is significant open greenspace to the riverside. Often interspersed with hedges and occasional trees to hedge lines. The spatial quality of this part of the character area can perhaps best be appreciated in

views looking north from the footpath (within the adjacent CA06a) to the south of Manthorpe which travels across the river valley and links to Belton Lane (CA07).

Biodiversity

There is a high degree of connectivity between private mature gardens to the east of Low Road and the green riverside corridor. Those gardens to the west of High Road link directly onto open countryside to the west of the village. These linkages and the high ecological value of the adjacent countryside, registered parks and gardens and river corridor combine to provide a very high quality natural habitat which can sustain significant wildlife. Much of these adjacent sites are vehicle free and in some cases free of human intervention further

enhancing the opportunities for wildlife to establish and thrive.

Tree cover to sections of the road side adds to the sense of enclosure and the quality of the public realm (despite these trees being mostly located on private grounds). Mature broadleaf trees often frame and form the backdrops to houses throughout the character area.

Condition

The entire character area is in very good condition with no buildings at risk from neglect or decay, no poorly managed or undeveloped sites and only very limited poor quality development.

Ownership

Most houses and land is in private ownership with very little remaining in estate ownership. Adjacent areas are owned by the National Trust (Belton House and Park) and to the west (part of CA17a) by various private owners.

Negative qualities of the area

- Street lighting is modern and functional, and is a particularly prominent feature of High Street, due to the relative straightness of the road and the height of the lamp columns in relation to the modest scale of the built form (most of which is statutory listed)
- Some recent (within the last 30 years) development within the character area does not respond to the established vernacular of the village in either scale terms or use of materials.

Key Design Principles (general)

- The open characteristics of the area to and surrounding the southern junction of High Road and Low road should be maintained
- Any new development within the conservation area will respect the scale, massing, design, materials and appearance of the traditional buildings in the village, with particular reference to their immediate context
- Existing brick-capped stone walls along the road frontages should be retained
- The existing avenue of trees framing the eastward view of the pump house from High Road should be retained. Any individual tree which needs to be removed should be replaced with a semi-mature specimen of the same variety
- Existing chimneys and finials at roof level should be retained, and missing features reinstated where clear evidence for their original form is available
- Views across the existing historic roofscape of the village should be maintained, and not obscured. Wherever possible, alternative locations should be sought for modern roof level features such as television aerials
- The existing street lighting should be replaced with a design more appropriate to the area
- Replacement or substantial remodelling of late 20th century infill houses should be encouraged even where this would mean an increase in density (provided the design was sympathetic and complementary to its immediate surrounds)
- No new buildings should exceed two storey in height and much use of the attic spaces should be made in any new design
- New buildings should carefully follow the

established building line. New buildings to Low Road should consider road side development where appropriate

Intervention –including identification of potential sites for change

- Re-surfacing of Low Road and diminishing of the kerb line to encourage the use of the space as a shared vehicle/pedestrian space.
- Actively encourage the replacement (even allowing an increase in density) of poorly designed and positioned late 20th century buildings within the conservation area
- Retain and maintain the modest but important gap in development to the west side of High Road (to the southern edge of the Manthorpe Conservation Area).

Limits to Growth

There is very limited opportunity for growth within the character area other than the possible subdivision of plots which contain modern post-war houses which presently are considered as negative elements in the townscape and the conservation area. Where very high quality design combined with a sympathetic use of appropriate materials and colour (see recommended colour palette) are proposed consideration should be given to replacement of these houses. This should only be undertaken in very exceptional circumstances and will require the very highest standard of design for any replacement or remodelling of existing buildings. This is notwithstanding the need to satisfy the requirements of other planning policies such as those related to flooding and provision of affordable housing.

CHARACTER AREA 14

CA14: Prince William of Gloucester Barracks, Somerby Hill

Please note that due to the sensitivities of the use of the site as an active military base, access is restricted. This analysis has been undertaken from public areas and viewpoints.

Summary

This character area comprises a site occupying the high ground to the south-east of and overlooking the town. Formerly a flight training school establishment for the Royal Flying Corps it opened in 1917 and subsequently became known as Spitalgate. It was one of the few retained for use by the RAF after 1919. The airfield was taken over from the RAF and renamed Prince of William of Gloucester Barracks and is the Headquarters of The Royal Logistics Corps Territorial Army.

Buildings comprise a mix of traditional red brick groups of military barracks set around open spaces and a parade ground and an industrial area which is the remnant survival of RAF Spitalgate and buildings associated with the airfield such as hangars, stores and control rooms. Of particular importance is the Officer's Mess, constructed in 1927 and Grade II listed as one of the most complete and uniquely distinctive examples illustrating the early formulation of planning for the dispersal of RAF buildings from aerial attack.

This area is broadly characterised by its spatial qualities with relatively high density intensive uses (barrack blocks and residential housing) set on grids in generous grounds comprising large

open grassed areas and tree-lined squares and avenues. The nature of the uses means that public access is severely restricted and most public perception of the character area is had principally from Somerby Hill on the approach to the town.

Context (including topography and views)

The character area lies to the south-east of the town on elevated land which steadily falls away down Somerby Hill to the west. To the north is open countryside (beyond the boundary of the study area). To the south are the open fields of CA17e (Southern Quadrant) and the small informal collection of farm buildings that make up Spittlegate Heath Farm to the south side of Somerby Hill.

To the west are two fields which make up part of landscape sub-area CA17f with CA08 beyond forming the urban edge of the town.

The former airfield to the east is on a plateau above the town and much of the character area is also relatively flat. However, to the western edge the land form starts to steadily fall away and buildings are set in terraces stepping down the hillside (Somerby Hill).

There are views from the character area west and north-west into town and views east to the long low ridge of the plateau to the former airfield.

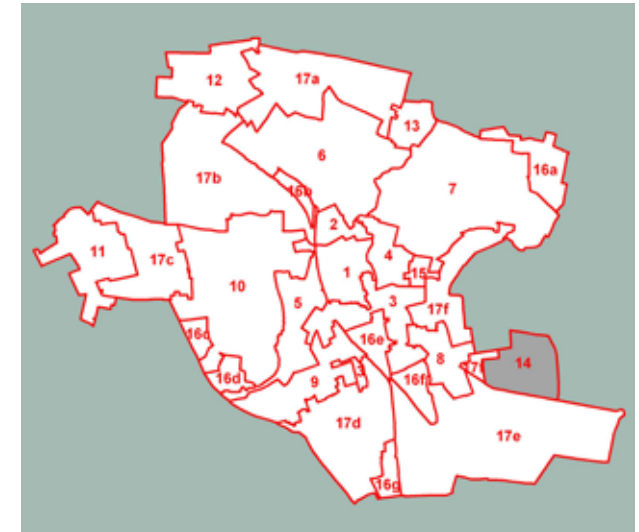


Figure 8.14.01 CA14



Figure 8.14.02; Figure Ground and sub-areas for Character Area 14

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Figure 8.14.03; Townscape for Character Area 14

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CA 14

Key characteristics

Form/origins:

Former RAF base now used as Army barracks and training grounds

Heritage assets:

Early 19th Grade II listed small country house now forming part of the military barracks. Possible historic associations with adjacent (now abandoned) airfield

Topography:

Predominantly flat but falling away to the western edge down into the town

Plots:

Laid predominantly to a formal grid plan with buildings set on large regular plots around large open greenspaces

Building lines:

Consistent to access roads and defining open spaces

Materials:

Red brick, painted render, natural slate and clay tile

Scale:

Predominantly two storey

Uses:

The area is a self-contained military camp and has a number of facilities and community buildings for use by military personnel only

Trees and greenspaces:

A good degree of tree cover throughout to open areas with strong tree belts to the south-east, south-west, and west

Public realm:

Good shared spaces for public realm, limited need

for cars within the barrack areas

Access and connectivity:

No public access or connectivity across the site due to the sensitive nature of the uses

Overview of character area CA14

Grain/density/plot coverage

The barrack blocks and other ancillary buildings; military facilities, sports facilities, community buildings and stores, are set at a medium to coarse grain and are grouped around and parallel to a parade ground in a series of streets, open greenspaces and pedestrian routes. There is a more informal group set around the former Officers Mess (Grade II Listed) which relate to the former use of the area as a military airfield. Buildings range from larger blocks (including the former Officers' Mess with its distinctive 'y' plan accommodation blocks) to small modest houses at a fine grain and cottage scale arranged in a series of terraces. Garden spaces and open areas of greenspace are generous and well-maintained.

Scale

Buildings are generally no more than two storey, with some larger hangar spaces and storage facilities on a larger scale. The generous open space between buildings generally diminishes the perceived scale of most buildings.

Uses

The barracks comprise a series of buildings: residential areas (blocks and individual houses) sports facilities, community buildings and a parade

ground.

There are larger more functional storage buildings to the airfield side of the camp; hangars, control buildings, stores and the former Officers' Mess.

Building types

Buildings are functional and largely devoid of architectural embellishment. Most follow a standard military building type plan in that they were designed and produced on a national scale and used at various military sites throughout the country. The exception to this is the Grade II listed Officers' Mess which is an early example of its type and a rare in-tact survival, hence its statutory protection.

What is of note is the spatial quality of the layout of these buildings with large areas of open space between blocks and tree-lined avenues and spaces between.

The radio beacon to the eastern edge of the site is a prominent local landmark and can be seen for some distance especially when approached from the north and east of the character area.

Architectural qualities

There is very little architectural embellishment or finishes to these largely functional buildings. There are some exceptions such as the bracketed hood to the symmetrical composition which makes up the principal façade of the Officers' Mess and the repeated gable dormers to the first floor of one of the terraces of houses on the site, giving a vernacular cottage style to this group.

There has been some effort to provide a sense of domestic scale (rather than an institutional one) to the cottage style housing on the site, complete with

brick chimneys.

Heritage Assets (including designations)

The Officers' mess, dated 1927 by the Air Ministry's Directorate of Works and Buildings, is Grade II listed. It is constructed in English bond brick with Welsh slate roof and brick stacks. The building comprises a rectangular main block with the ground-floor mess rooms and rear dining room attached by link corridors on each side to 'Y-plan' accommodation blocks. The mess building, designed in 1924-5, is an impressive, complete and uniquely distinctive example illustrating the early formulation of planning for the dispersal of RAF buildings from aerial attack, with splayed accommodation wings flanking the main mess block.

There are no designated conservation areas within or adjacent to the character area.

Materials and colour palette

The buildings are predominantly plain and functional red brick-built barrack blocks with traditional proportions and pitched clay tile and natural slate roofs and red brick chimneys. Some terraced houses have painted render walls.

Larger hangar type buildings are steel-framed with profile metal cladding.

Public Realm

There are wide boulevard type streets, pedestrian routes and open greenspaces and a parade ground with a high number of good quality tree groups defining spaces and streets. The parade ground and its associated buildings, streets and enclosure are designed as processional spaces. Parking is

largely confined to designated areas giving a very uncluttered appearance to the area. The restricted access and lack of general requirement for vehicles means that in reality most streets are shared access spaces.

Connectivity

This character area is poorly connected due to the restricted access to military personnel for the area. However, once inside the camp much of it is pedestrian-friendly and well laid out.

Open space

There is a generous open space provision throughout the character area with large greenspaces, often tree-lined, between buildings and houses with private garden spaces to terraced, semi-detached and detached housing. The north-east edges open to the countryside beyond and form part of the former airfield RAF Spitalgate. There are also large hardstandings for the storage of equipment (generally vehicles) and car parks for military personnel.

Biodiversity

The high degree of mature tree cover both within and to the edges of this character area and the linked open greenspaces and private garden spaces which are directly linked to open countryside create habitats within which wildlife can thrive.

Condition

The site and buildings are in very good condition

Ownership

The site is owned by the Ministry of Defence

Negative qualities of the area

Restricted access has limited comment on negative qualities

Key Design Principles (general)

- Maintain the expansive tree cover and quality of the open spaces presently on the site

Intervention –including identification of potential sites for change

- No intervention at present has been highlighted due to the sensitivity of the site

Limits to Growth

Presently this site is under the ownership of the Ministry of Defence and there are no plans for expansion or disposal of the site. Should the site come up for disposal, there is considerable scope for growth both within and to the periphery of the site. However, part of the quality of the present character area is its relatively low density and high degree of open greenspace and survival of mature tree belts and groups both within and to the edge of the area. Any proposals for expansion or growth (either within its present capacity as a military base or as a future site for development) should carefully consider the existing established structure of buildings and open spaces, particularly with regard to the open sides of the character area to the north and north-east.

CHARACTER AREA 15

CA15: Beacon Lane Environs

Summary

This small character area comprises predominantly low density residential development and lies at an important transition between the institutional complexes of CA04 along Stonebridge Road and the residential suburbs of CA07 to the north and open countryside to the east (CA17f). It is an area in transition with large houses in large plots but much amalgamation and subdivision of plots which is changing the character of this area. It lies to the eastern edge of the town and retains much tree cover and hedge boundaries which gives it a semi-rural character in places despite its close proximity to the town centre.

Context (including topography and views)

The character area lies to the east of the town centre on rising land to the east. To the north are the medium to high density residential suburbs of CA07 and to the west are the institutional complexes developed from the large houses and their grounds to CA04. To the south is Harrowby Road Cemetery (CA03) and to the east is the steeply rising open hillsides of CA17f (Hall's Hill).

The land is steadily and progressively rising to the east although Beacon Lane makes an abrupt ninety degree turn and becomes New Beacon Lane which then follows the contour line north into the Harrowby Estate.

There are views east to the open ridgeline of Hall's Hill and views from the upper sections of Beacon Lane west across the town with its remarkable tree cover to the river and CA04 areas.

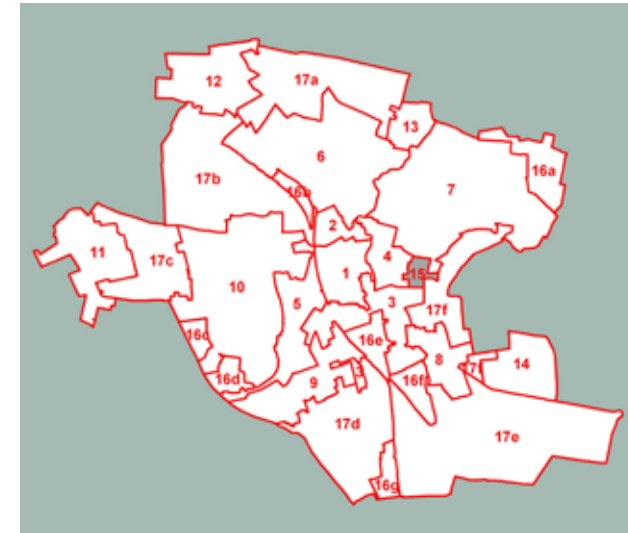


Figure 8.15.01 CA15



Figure 8.15.02; Semi-rural character of side roads to CA15



Figure 8.15.03; Wide roads, low density housing and extensive tree cover are characteristics of this area

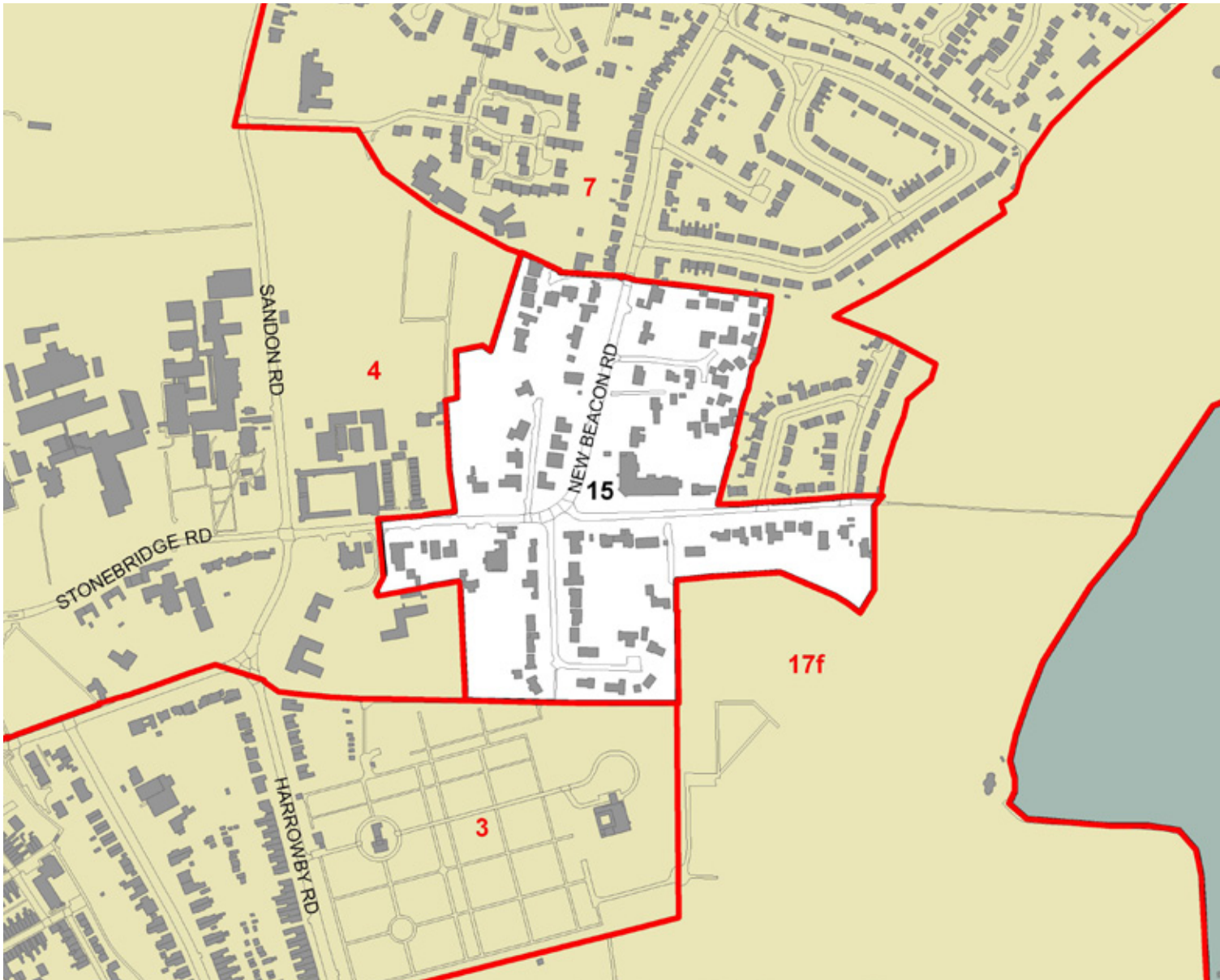


Figure 8.15.04; Figure Ground and sub-areas for Character Area 15

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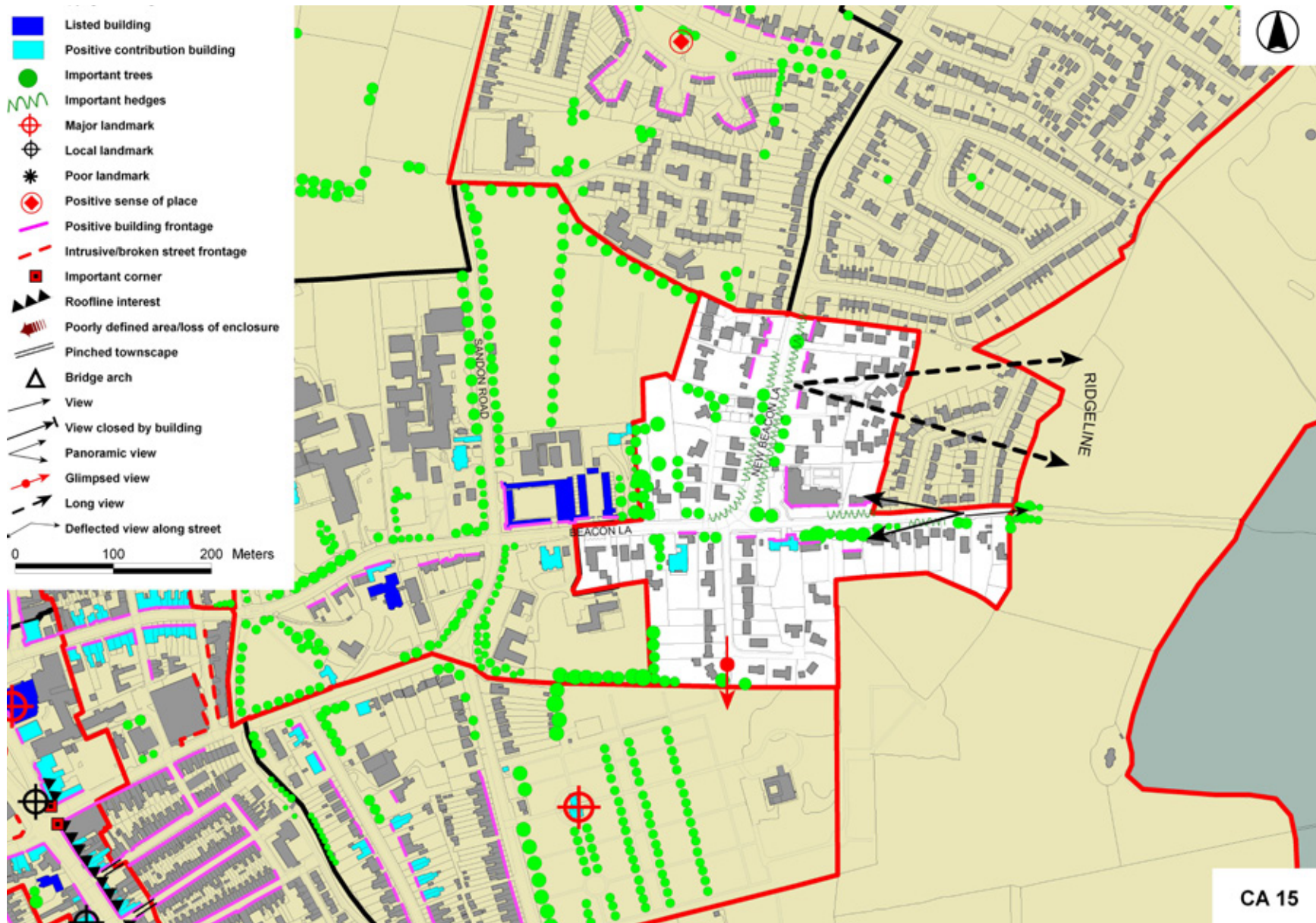


Figure 8.15.05; Townscape for Character Area 15

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Key characteristics

Form/origins:

Mostly post-war residential development on the historic eastern approach to the town

Heritage assets:

Small number of large villa type houses of the late 19th and early 20th century

Topography:

The land gently and then progressively rises to the east up Hall's Hill

Plots:

Large regular plots although much recent subdivision and amalgamation

Building lines:

Irregular setting back of houses throughout, with new buildings increasing this irregularity

Materials:

Very diverse palette to including red and buff brick, rock-faced stone laid to courses, render,



Figure 8.15.06; Some older houses in this character area are of a high quality and should be retained

pebbledash, faux timber-framing, some tile hanging and clay tiles, concrete interlocking tiles and modern pantiles

Scale:

Mostly single storey, some two storey and a large three block

Uses:

Private residential houses and care home

Trees and greenspaces:

Good mature tree cover throughout to front and rear gardens and boundaries

Public realm:

Generally good quality, well defined edges, often tree and hedge-lined, small grass verges and very limited on-street parking

Access and connectivity:

Good access for the pedestrian and vehicle users and access to open countryside. Connectivity is good for the pedestrian

Overview of character area CA15

Grain/density/plot coverage

Houses are generally detached in this character area and are laid out to a low density producing a medium grain to the development. Recent development (the Avery Lodge Residential Care Home) is at a coarse grain, greatly increasing the proportion of building to plot size at odds with most of the remaining development in this character area.

Houses are generally set back from the roadsides in large gardens. The building line varies with subtle changes to the set back between houses. This is particularly apparent to new infill development to

the rear of houses to the east side of New Beacon Lane. Here the building line and setting out of houses in plots is far more random and to a higher density.

There has been much subdivision of larger plots historically and more recently amalgamation of plots, particularly to rear gardens, to create small infill developments of between 5 and 10 new houses set to a far more informal layout. This has had a significant effect on the character of this small part of the town.

Scale

Most houses are single (bungalow type houses) or two storey. Most have low pitched roofs with eaves lines parallel to the roadside. The notable exceptions to this are the Avery Lodge Residential Care Home at three storey plus pitched roofs and gables to the roadside and Nos.32 and 34 to the opposite side of Beacon Lane, an attractive two storey pair of Arts and Crafts inspired houses in a Vernacular Revival style with gables projecting forward from the main range and accentuated by the use of faux timber-framing to the gable apex.

Uses

Residential throughout, mostly private dwelling houses but also a large residential care home

Building types

Mostly large single and two storey detached houses, with smaller typical house types to infill development. There is generally a mix of house types throughout, Woodlands Drive being typical



Figure 8.15.07; Large houses within CA15 sit in generous grounds often with mature trees of townscape significance

with single storey, two storey and chalet style houses (with large dormers lighting roof spaces) seen together in the street scene.

Architectural qualities

Two houses (one of which is a pair but reads as a single building) with Arts and Crafts inspired Vernacular Revival detailing and use of materials are the most architecturally accomplished within this small character area. Later development is very much reflective of national house types and designs and has no strong architectural theme or use of materials which is distinctive.

Heritage Assets (including designations)

There are no statutory listed buildings within this character area and no conservation areas within or adjacent to the area.

A pair of houses and a separate large house both to the east side of Beacon Lane and probably the earliest surviving houses to this part of the town (within the character area) have a good survival of historic features and a good use of traditional materials. They are both reflective of the early 20th century Arts and Crafts inspired period of architectural style with Nos. 32 and 34 being good examples of Vernacular Revival, a style that sought to capture the essence of local craft skills and the honesty of traditional materials. This is seen in the use of leaded timber windows, pebbledash render, timber-framing and red clay tiles. Strongly defined prominent chimneys stacks was also a key characteristic of the style. These houses are considered to be of local historic and architectural interest.

Materials and colour palette

There is a very broad palette of materials throughout this character area. Brick is mostly red, but also seen in buff colours. Rock-faced stone laid to courses is seen to houses in Beacon Lane, in addition to decorative tile hanging and plain tile hanging to bays. There is also pebbledash and render and faux timber-framing. Roofs are mostly concrete interlocking tiles, but there are also examples of clay tile and modern pantiles.

Public Realm

The public realm is well-defined with mature hedge and tree boundaries to footpaths. Roads vary from the wide carriageway of Beacon Lane (in part) and New Beacon Lane with small narrow grass verges to the narrow access roads of Woodland Drive and various infill developments leading from New Beacon Lane. The quality of the landscaped boundaries gives this character area a semi-rural feel in places, particularly to the upper sections of Beacon Lane. There is a notable absence of street trees but no on-street parking due to almost all houses and the care home having generous parking areas for cars to park off-street.

Connectivity

The area is easily accessed by both road and pedestrian footpath and has good access to the open countryside to the east. The pedestrian can use a network of footpaths which not only run east to Hall's Hill and on to Beacon Cottage (CA17f) and Harrowby Hall but also connect to the cemetery to the south (CA03) with New Beacon Lane running north to the residential suburbs of CA07.



Figure 8.15.08; Arts and Crafts inspired detailing

Open space

There is no public open space within this small character area but important private open space which makes up the large gardens within which development is set. This is being steadily eroded by development which is greatly increasing the density



Figure 8.15.09; For a small character area there is a broad palette of materials from which to seek inspiration for new development

Figure 8.15.10; Colour palette CA15

COLOUR SOURCE

MASONRY



LANDSCAPE

and relative plot coverage of buildings. This is particularly the case for development within the last ten years.

Biodiversity

The large mature gardens and the survival of earlier historic hedgerows particularly to Beacon Lane retain a high number of mature broadleaf trees. These greatly contribute to the character of this area and the quality of the public realm as many of the trees form the front boundaries to houses. Tree belts are also seen to form the backdrop to houses, particularly to Beacon Lane. Gardens are linked and often back onto further open greenspaces with high biodiversity value such as the cemetery to the south and the fields of Hall’s Hill to the east.

Condition

The character area is generally in a very good condition with no buildings in disrepair or underused or neglected spaces.

Ownership

Houses are predominantly in private ownership. The Avery Lodge Residential Care Home is owned by Avery Healthcare Ltd.

Negative qualities of the area

- The subdivision and amalgamation of garden plots and the intensification of building form on plots is having a negative effect on the general character of this part of the town

Figure 8.15.11; Recommendations for colour palette CA15



This character area contains some large residencies with mature gardens and some new institutional development. Materials are generally of a high quality for both new and old buildings. Architectural detailing such as timber framing and tile hanging can be seen on some of the older properties. These textural additions can be reflected in colour applications for new developments.

- Some front garden space is being lost to hardstandings for vehicles, in some cases entire front areas are paved
- Loss of original/traditional windows in buildings of local historic and architectural interest are having a detrimental effect on the character and appearance of these buildings

Key Design Principles (general)

- Maintain the predominant mix of single and two storey built form in any proposals for new development despite recent precedents
- Maintain a forward building line with buildings set to the front of their plots
- Retain all mature trees to front and rear gardens particularly to boundaries

Intervention –including identification of potential sites for change

- Prevent further erosion of the spatial qualities and mature landscaping (including trees) to rear garden space by development

Limits to Growth

This character area is in transition and its essential qualities could be easily lost by proposals which follow the most recent developments of large scale buildings taking up far greater areas of individual plots and the medium to high density development within land parcels created from the subdivision of rear gardens. Further development of this type will essentially change the character of this part of Grantham to its detriment with the most significant

loss being that of the spatial qualities of the plots and the mature landscaping (including trees) to gardens.

This character area has very limited scope for growth which won't undermine the essential qualities and characteristics of the surviving predominant built form.

CHARACTER AREA 16

CA16: Grantham Industrial estates and sites (various sites)

Summary

This character area comprises a series of disaggregated sub-areas which make up the industrial estates and individual factory complexes distributed within and to the edges of the town study area. They are generally characterized by highly functional and utilitarian buildings on a large scale. Most of these sub-areas are adjacent to residential character areas although they are generally well-screened and inward facing. Development is generally at a very coarse grain and access and connectivity to these sites is usually very limited.

Context (including topography and views)

Sub-area CA16a is to the north-east edge of the town study area and borders onto the residential suburbs of character area CA07, with open countryside to the east and the Registered Park and Garden of Belton Park to the north. Sub-area CA16b is to the west side of Gonerby Road with the edge of the residential areas of CA06 to the east, and the landscape sub-area CA17b to the west (to the other side of the railway line). Sub-areas CA16c and CA16d are bordered to the east by CA10 and to the west by the A1 transport corridor forming part of the western edge of the town study area. Sub-areas 16e and 16f are to the south of the town centre and immediately adjacent to the railway line which forms their western boundaries. The latter presently forms the southern extent of developed Grantham.

Generally, with the exception of CA16a, most industrial sites are on level ground. There are good views out to green tree-lined ridges from CA16a and the elevated position and orientation of the buildings to CA16e provides good channelled views towards the town with particular emphasis on the stone tower of St John's church (CA03) and St Wulfram's spire.

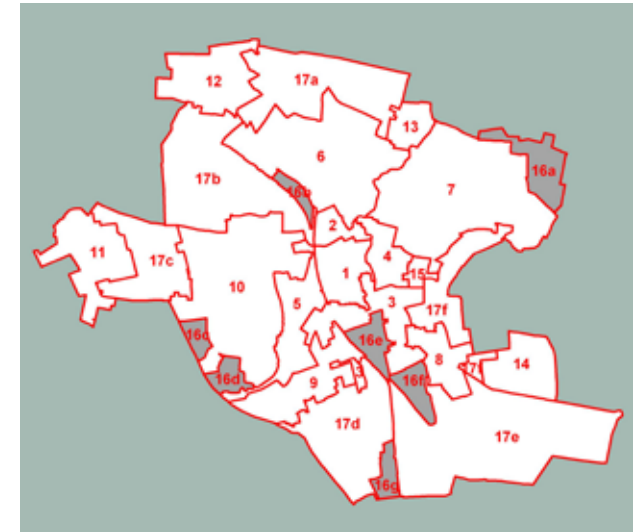


Figure 8.16.01 CA16



Figure 8.16.02; Industrial sites are often screened by trees to CA16



Figure 8.16.03; The typical palette of materials to industrial buildings within the character areas – profiled metal often used for walls and roof



Figure 8.16.04; Figure Ground and sub-areas for Character Area 16a

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊕ Local landmark
 - ✱ Poor landmark
 - ⬢ Positive sense of place
 - Positive building frontage
 - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▬ Poorly defined area/loss of enclosure
 - ▬ Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 100 200 Meters



Figure 8.16.05; Townscape for Character Area 16a

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CA 16a

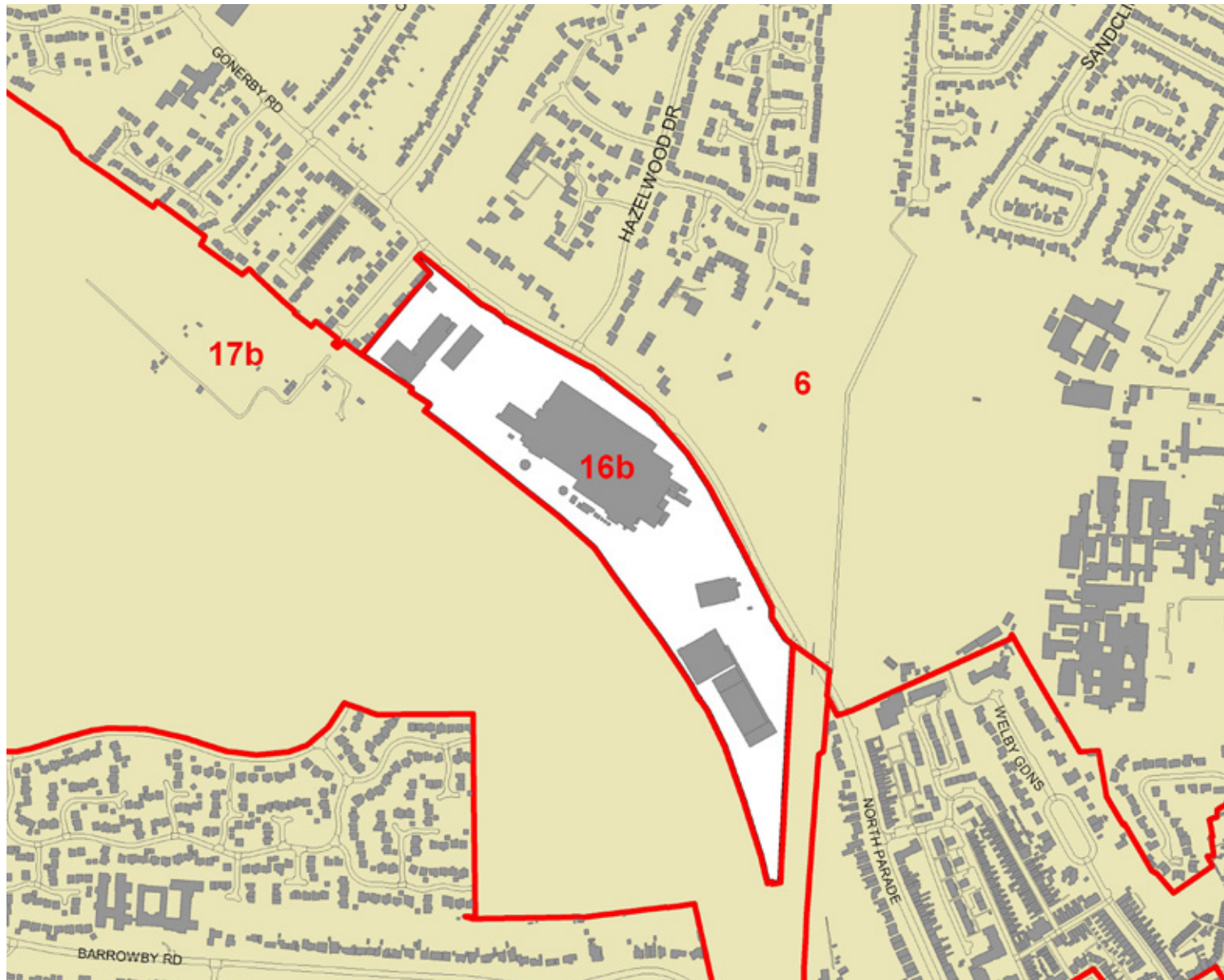


Figure 8.16.06; Figure Ground and sub-areas for Character Area 16b

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊕ Local landmark
 - ✱ Poor landmark
 - ⬢ Positive sense of place
 - Positive building frontage
 - - - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▬ Poorly defined area/loss of enclosure
 - ▬ Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 100 200 Meters



Figure 8.16.07; Townscape for Character Area 16b

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CA 16b



Figure 8.16.08; Figure Ground and sub-areas for Character Area 16cd

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- Listed building
 - Positive contribution building
 - Important trees
 - ~ Important hedges
 - ⊕ Major landmark
 - ⊗ Local landmark
 - ✱ Poor landmark
 - ◊ Positive sense of place
 - Positive building frontage
 - Intrusive/broken street frontage
 - Important corner
 - ▲ Roofline interest
 - ▬ Poorly defined area/loss of enclosure
 - ▬ Pinched townscape
 - △ Bridge arch
 - View
 - View closed by building
 - Panoramic view
 - Glimpsed view
 - Long view
 - Deflected view along street
- 0 100 200 Meters



Figure 8.16.09; Townscape for Character Area 16cd

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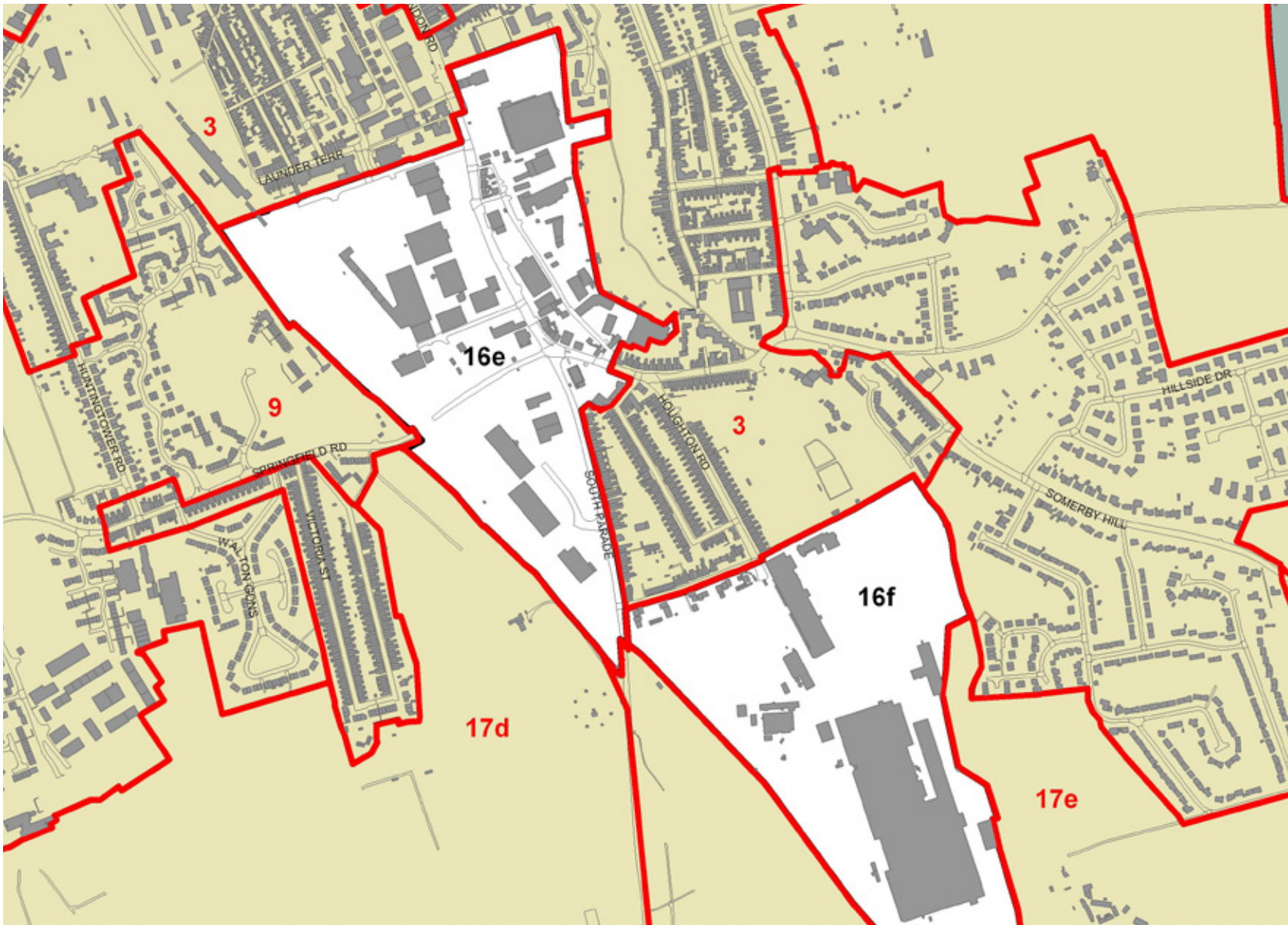


Figure 8.16.10;
Figure Ground
and sub-areas for
Character Area 16ef

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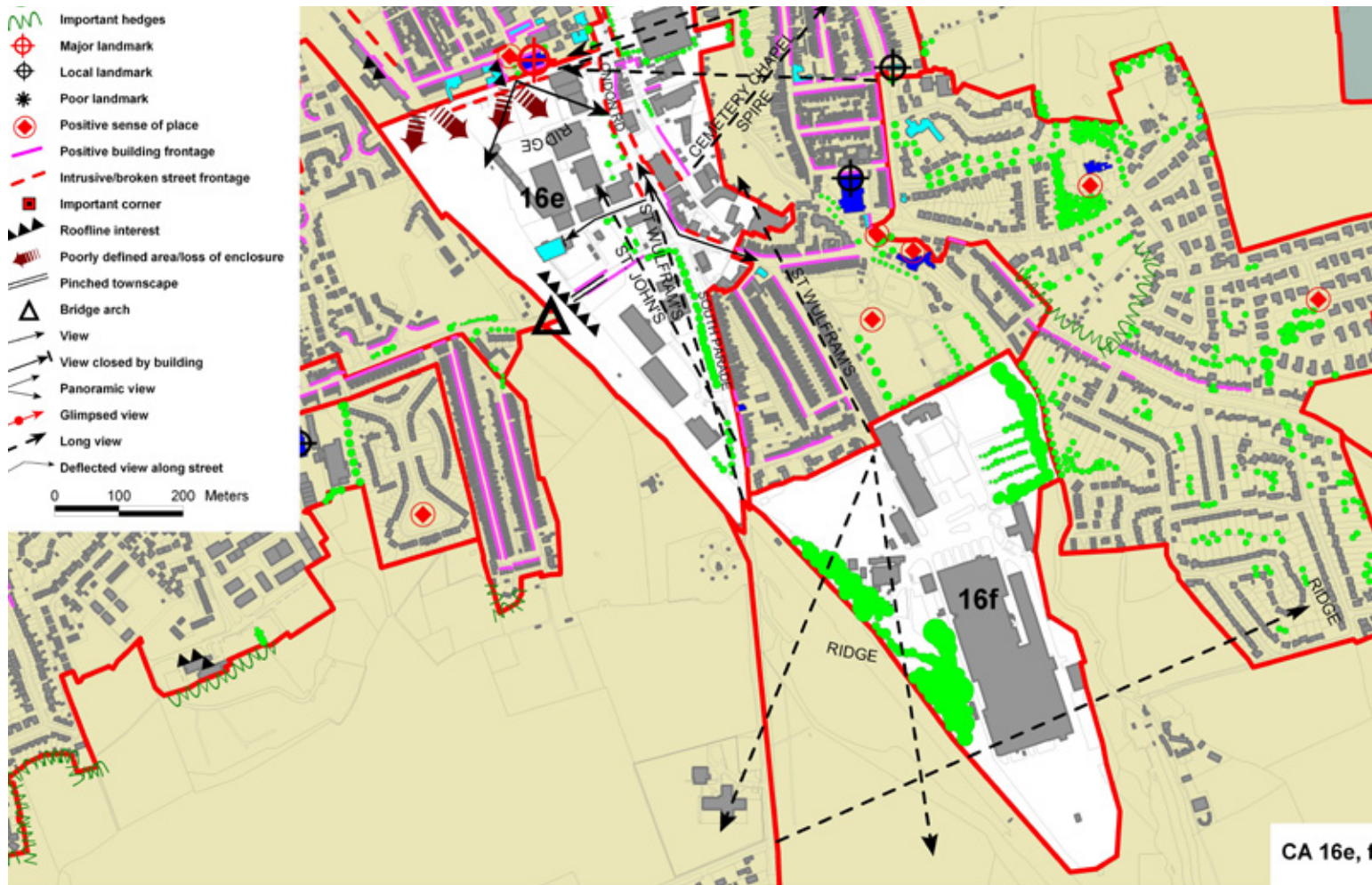


Figure 8.16.11;
Townscape for
Character Area 16ef

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Figure 8.16.13; Townscape for Character Area 16g

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Key characteristics

CA16a: Alma Park Industrial Estate

Form/origins:

Purpose built post-war industrial estate

Heritage assets:

No above ground heritage assets present

Topography:

Steadily rising landform eastwards

Plots:

Medium to large, irregular plots

Building lines:

Generally conforming to access roads and consistent to groups

Materials:

Brick plinths, steel-framed buildings with profile metal cladding often used for roofs in addition to walls



Figure 8.16.14; Alma Park

Scale:

Equivalent of two storey domestic buildings

Uses:

Small scale manufacturing, storage, and warehousing and distribution

Trees and greenspaces:

Some trees to property boundaries and strong tree belts to north and east edges, some good open greenspaces within grid

Public realm:

Wide carriageways with pavements. Grass verges and immature street trees

Access and connectivity:

Very limited due to the nature of the uses

CA16b: Moy Park factory and offices and out of town retail units

Form/origins:

Purpose built factory complex with offices



Figure 8.16.15; Moy Park factory

Heritage assets:

No above ground heritage assets present

Topography:

Level landform

Plots:

Very large, irregular plots

Building lines:

Consistent to roadside

Materials:

Brick and steel frame, profile metal cladding to walls and roofs

Scale:

Equivalent to up to three storey domestic buildings

Uses:

Food manufacturing and processing and out of town type retail park

Trees and greenspaces:

Some trees to boundaries, greenspace fronting Gonerby Road

Public realm:

Entirely private access roads and parking courts but good pedestrian connectivity within the sub-area

Access and connectivity:

Very limited due to the nature of the uses

CA16c: Venture Way

Form/origins:

Purpose built industrial estate

Heritage assets:

No above ground heritage assets present

Topography:

Predominantly flat ground

Plots:

Large and very large irregular plots

Building lines:

Irregular

Materials:

Brick, profile metal cladding and roofing

Scale:

Up to three storeys equivalent domestic building

Uses:

Storage, distribution and ancillary offices



Figure 8.16.16; Ellesmere Business Park

Trees and greenspaces:

Some trees to roadside boundaries and strong tree belt to A1, no greenspaces

Public realm:

Private access roads, buildings largely set in car park areas

Access and connectivity:

Very limited due to the nature of the uses

CA16d: Ellesmere Business Park

Form/origins:

Purpose built post-war industrial estate

Heritage assets:

No above ground heritage assets present

Topography:

Land is gently sloping south towards Grantham Canal

Plots:

Medium to large, irregular plots

Building lines:

Consistent to access routes

Materials:

Brick plinths, steel-framed buildings with profile metal cladding to walls and roofs

Scale:

Generally equivalent to two storey domestic buildings

Uses:

Mix of small scale industrial buildings, some utilities, a hotel and purpose built offices

Trees and greenspaces:

Some trees to boundaries and roadside greenspaces

Public realm:

Wide carriageways with landscaped boundaries and some greenspace but no street trees or verges

Access and connectivity:

Very limited due to the nature of the uses – single entry and exit access road

CA16e: Spring Gardens environs and retail park to the west of South Parade

Form/origins:

Mix of former industrial buildings, some offices, large retail sheds and supermarket

Heritage assets:

Survival of maltings buildings (of high local significance) although heavily altered and converted to offices and light industrial uses

Topography:

Gently sloping landform eastwards towards River Witham

Plots:

Small, medium and large, irregular plots

Building lines:

Generally consistent to access roads and/or railway line

Materials:

Much variation from brick and slate, to steel-framed buildings with various cladding systems

Scale:

Much variation to scale from single storey buildings to large footprint sheds up to two and a half storey equivalent domestic building height

Uses:

Retail warehouses, supermarket, offices and utilities buildings, and some small scale industrial units

Trees and greenspaces:

Very limited tree cover and no greenspace other than overgrown sites

Public realm:

Relatively narrow carriageway and no street trees of grass verges

Access and connectivity:

Good connectivity to town centre and other areas given its proximity to one of the principal routes to and from the town

CA16f: Wordsworth Holdings**Form/origins:**

Purpose built factory units

Heritage assets:

No above ground heritage assets present

Topography:

Flat, level ground throughout

Plots:

Large and very large, irregular plots

Building lines:

Consistent to access roads and adjacent development (CA03c)

Materials:

Steel-framed buildings with profile metal cladding to walls and roofs

Scale:

Equivalent to up to three storey domestic dwellings

Uses:

Large scale manufacturing and offices

Trees and greenspaces:

Trees line boundaries, particularly to railway line

and riverside

Public realm:

Largely private site with open spaces for parking and large vehicle movement

Access and connectivity:

Very limited due to the nature of the uses

CA16g: Tollemache Road (North) and Tollemach Road (South) Spittlegate Level**Form/origins:**

Purpose built post-war small scale industrial estate

Heritage assets:

No above ground heritage assets present

Topography:

Land is gently rising to the west (away from the main road)

Plots:

Mostly small and medium size, regular plots

Building lines:

Consistent to access routes and B1174

Materials:

Brick plinths and walls, steel-framed buildings with profile metal cladding to walls and roofs, much structural glazing to car showrooms

Scale:

Generally equivalent to two storey domestic buildings

Uses:

Mix of small scale industrial buildings, commercial and private garages, wholesale retail and car showrooms

Trees and greenspaces:

Some street trees to grass verges and providing a

backdrop to the west

Public realm:

Wide carriageways with landscaped boundaries and some greenspace, street trees and grass verges

Access and connectivity:

Very limited due to the nature of the uses – single entry and exit access roads



Figure 8.16.17; Lincolnshire Police Headquarters, one of the more striking and memorable buildings to CA16

Figure 8.16.18; Colour palette

CA16

COLOUR SOURCE

CLADDING



CLADDING

CLADDING

CLADDING

Overview of character area CA16

Grain/density/plot coverage

Streets and roads are generally laid out on informal grids. Buildings sit in large plots but their setting is often defined by parking, either cars or larger vehicles; often articulated lorries and their containers. To CA16a there is more consistency to building lines and a generally denser and in some places finer grain of development, despite the large scale and footprint of units. To sub-area CA16d the route of the principal access road has created a skewed grid which has led to an uncomfortable relationship of some buildings to the roadside.

Scale

The height of the built form varies but is often equivalent to a two to two and a half storey domestic building. The massing, bulk and relentless use of a single material component make them appear larger.

The built form to all character areas is on a large scale. The massing of the units is broken up in places by the use of low pitched roofs expressed at the gables to the roadside. Single span steel-framed buildings comprise terraced units, although this subtlety is often lost and the buildings are perceived as large and repetitive.

Uses

The sub-areas define different uses. They range from small, medium and large scale warehouse storage and distribution (CA16c in particular) to small and medium business units (parts of CA16e

and parts of CA16a), small, medium and large scale manufacturing (CA16f) and retail warehousing (CA16e). Car showrooms and garage services dominate sub-area CA16g. Building complexes are often mixed use (for example storage with ancillary offices).

There is also a retail food store to CA16e which of all the industrial scaled areas is more retail led than pure industrial non sale uses.

Sub-area CA16b comprises entirely the food processing complex of Moy Park.

Building types

The built form is highly functional reflecting the type of office, manufacturing and storage uses the buildings perform. Most buildings are open plan steel-framed sheds with cladding. There is some architectural and material quality to the customer orientated sections of the buildings (particularly to the car showrooms of CA16g) but vast areas are given over to blank facades and the repetitive use of a single cladding material.

A former malt house is a rare survival to CA16e and is now converted to offices and workshops.

A retail foodstore and food processing plant are highly specialised building types which can be found in this character area.

Architectural qualities

There is architectural integrity to some of the units, with some structural glazing used in retail units and some attention paid to the sense of arrival and entrance, but most are utilitarian and highly functional with limited variation in materials and



Figure 8.16.19; There is generally a very simple and often standard palette of materials across the industrial estates. The use of brick, structural or curtain glazing and colour generally is welcome

often dead frontages to the main routeways through estates.

The former malt house has considerable architectural integrity for a utilitarian building. Its massing and bulk is relieved by the use of recessed arched bays incorporating window openings and cambered window openings throughout setting up an attractive rhythm to the facades.

Heritage Assets (including designations)

There is a former malt house to the south side of Spring Gardens (CA16e). This imposing brick building is set under two large unequal gabled roofspans. This roof profile sits on the skyline in views into this sub-area. Windows are set into recessed blind arched panels to the east elevation. Despite much alteration, this building still retains its historic and architectural integrity and is of particular local interest. The building has been partially converted to offices and workshop space.

Materials and colour palette

Materials vary but most units are clad in profile metal with this material unit also forming the roof covering. Brick plinths and some gables are seen. These comprise modern stock bricks of various colours and finishes. Roofs are generally set to a very low pitch.

Public Realm

The quality of the public realm is adequate for the uses in the character area; vehicles dominate but there is mostly good provision for the pedestrian with wide pavements mostly with grass verges and some street trees, particularly to sub-area CA16a. This diminishes to the feeder roads to units.

Connectivity

All of the sub-areas within the character area, with the exception of CA16d which has a through road, have poor access and connectivity with single entry and exit points. The uses are strongly orientated

towards vehicular movement (often larger vehicles) and the pedestrian is discouraged from using these spaces, although there is provision for pedestrians with pavements throughout. There is usually very little connectivity to adjacent character areas.

Open space

With the exception of sub-area CA16a, there are only incidental private green amenity spaces mostly relating to remnant land parcels left over from the laying out of car parks and turning areas for articulated lorries. There is much vegetation immediately adjacent to the sub-areas and defining, for the most part, the boundaries of the industrial estates or factory complexes. Within the sub-areas there are some trees, shrubs, hedgerows or planned planting. The exception to this is CA16d where there is immature planting to edges and roadside spaces and newly planted trees and CA16a where some landscaping is established and there is the survival of older broadleaf trees within and to the edges of the sub-area.

Figure 8.16.20; Colour palette



This character area encompasses a number of industrial sites across the town. Profiled steel sheets are the predominant material, often it is possible to age the building by the colour of its cladding. New colour ranges of industrial cladding products are now available and should be considered for new developments and for refurbishment of existing sites. In particular where buildings are out of scale with their surroundings, the use of harmonising and accent colours can help to break up the mass of the building and fit the development more comfortably into its setting.

There are often large open spaces around built form but none could be considered public and it is largely used for parking or the storage of vehicles or other large items.

Biodiversity

To sub-area CA16d, there are grassed areas which form part of the setting for the built form and their car parking areas. These are usually planted borders to grassed areas. There are some important tree belts to the east of and forming the boundary with CA16a.

Sub-areas CA16b, CA16e and CA16f abut the railway corridor which is for the most part tree and hedge-lined and an important haven for wildlife. This is also the case for CA16c and CA16d which share tree-lined borders to the west with the A1 transport corridor and in the case of CA16d to the south a wooded area adjacent to the canal (in CA05).

CA16g is immediately adjacent to agricultural habitats.

Condition

The condition of the character area varies. Industrial areas can often appear in poor condition as the nature of the uses requires large spaces which are often half empty and can appear abandoned or neglected. There are a large number of open spaces which could be considered in this way. There is under-use of units to the sub-area CA16e and a general poor quality to the public realm. There are no derelict buildings or sites but much apparent under-use and lack of investment generally. Many of the units to sub-area CA16a are dated and coming to the end of their design life.

Ownership

There is varied ownership throughout including the larger local estates, Grantham and Buckminster, private owners, investment companies, the local authority and Lincolnshire County Council.

Negative qualities of the area

- Much dead frontage to principal routes
- Single access and egress road and footpath layouts
- Repetitive use of materials
- Some under-use of important sites
- Under-use of locally important historic buildings

Key Design Principles (general)

- Promote the use of varied materials for cladding
- Include colour variation in cladding materials
- Encourage structural planting to boundaries and to parking areas
- Re-use (rather than demolish) and refurbish (and in appropriate cases re-instate) traditional buildings of local architectural and historic importance
- Set active uses such as retail elements, offices to the back of pavement so that they provide activity and interest to the street scene
- Break up the massing of buildings with steeper pitches and multiple gables rather than single large spans



Figure 8.16.21; Ellesmere Business Park

Intervention –including identification of potential sites for change

- Sites need to be considered individually on their merits however consideration should be given to the holistic redevelopment of some sites which are not suited or located correctly for industrial development. This is particularly the case for CA16a and CA16e.
- The London Road section of sub-area CA16e is very poor in townscape terms with blank frontages, buildings set back from the roadside in car parks, level changes and weak landscaping. This area requires a complete remodelling and in the long term redevelopment to provide a more active frontage onto London Road. In the short term further tree planting and possible public art commissions could enhance this stretch of important roadside.

- The British Telecom operational building to the east side of London Road (CA16e) is an important site and could be the catalyst of complete regeneration of Inner Street. A development brief for this site along with land adjacent and the river side should be prepared. This should include the potential for a new river crossing.

Limits to Growth

Given the enclosed nature of these sites with either development completely surrounding the sub-areas or natural (the river/ protected natural habitats) or man-made features (the railway and A1 transport corridor) opportunities for growth in terms of expansion are extremely constrained. There is much opportunity for intensification of activity and increasing the density of areas to provide smaller more flexible business units and start-up business spaces. This could create small employment quarters to areas such as CA16e where there is much under-use of land and buildings.

CA16a whilst well-established should not be encouraged to grow further and if opportunities arise businesses should be encouraged to move to more accessible and purpose built spaces planned as part of the southern expansion of the town. This sub-area is in a highly sensitive landscape and adjacent to established residential areas. The throughput of traffic using this area is not compatible with adjacent uses or the transport infrastructure.

CHARACTER AREA 17

CA17: Landscape Fringes (various locations)

Summary

This character area comprises a series of generally open greenspaces given over to mostly agricultural uses and divided into fields with some hedge and tree boundaries. The topography of these spaces is very distinctive and the relationship of the town to these greenspaces throughout this character area is a crucial part of the character of both the town and the landscape fringes. These areas make up the important landscape setting to Grantham (and in particular some of its heritage assets of outstanding national significance, for example the Grade I listed Church of St Wulfram) and are generally very sensitive to change. It should be noted however that three of the six character areas; CA17b, CA17d and CA17e have been identified for future development as part of the growth point status of the town. These development sites are known as the Northwest Quadrant (most of CA17b) and the Southern Quadrant (CA17d and CA17e).

Part of the area known as Poplar Farm in the Northwest Quadrant is the subject of a proposal for circa 1800 new homes, local retail and community centre, primary school, green infrastructure of sports pitches, open space, rights of way and SuDS landscaping, and vehicular access from the A52 (Barrowby Road) and across a new railway bridge to Pennine Way to the north. SKDC resolved to grant outline Planning permission for the development in September 2009, subject to completion of a Section 106

Agreement (which has not yet been issued – October 2010). At the time of production of the Townscape Assessment (October 2010) approval is being sought for the Design Code which is a conditional requirement of approval. It should also be noted that the area to the west of Manthorpe (CA17a) has also been the subject of an outline planning application to South Kesteven District Council and has been presented to the CABE review panel in April 2010. The proposals, designed by Nicol Thomas, are for a sustainable urban extension to Grantham comprising around 1,000 new homes, a retirement community, a neighbourhood centre incorporating a primary school and primary healthcare facility, retail uses, public house, public space, and biodiversity enhancement areas. CABE were unable to support the proposals in their presented format.

The Southern Quadrant (part of CA17d and all of CA17e) has been the subject of extensive studies by both the landowner, South Kesteven District Council and Lincolnshire County Council. The area is to be the subject of the Supplementary Planning Document which is being prepared by the Local Planning Authority at present. The area has been identified for mixed use development but predominantly housing and is also the location of a planned relief road which is intended to relieve traffic congestion in the town centre.

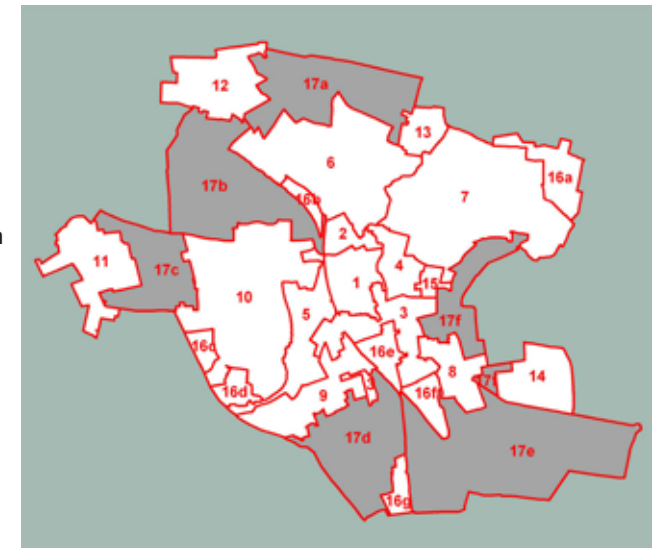


Figure 8.17.01 CA17

Key Characteristics

CA17a: Area to the west of Manthorpe and south of Belton Lane

Form:

Open, mixed farmed landscape, with strong sense of a rural setting and surrounded by planned landscapes (Belton House and golf course to east and north respectively)

Structure:

Enclosed fields and bounded in places by enclosure roads (such as Belton Lane)

Topography:

Gently undulating landform but falling to the River Witham valley



Figure 8.17.02; View looking south towards Grantham (over CA17a) with St Wolfram's spire to the east, the modern maltings directly south and the green open ridgeline beyond

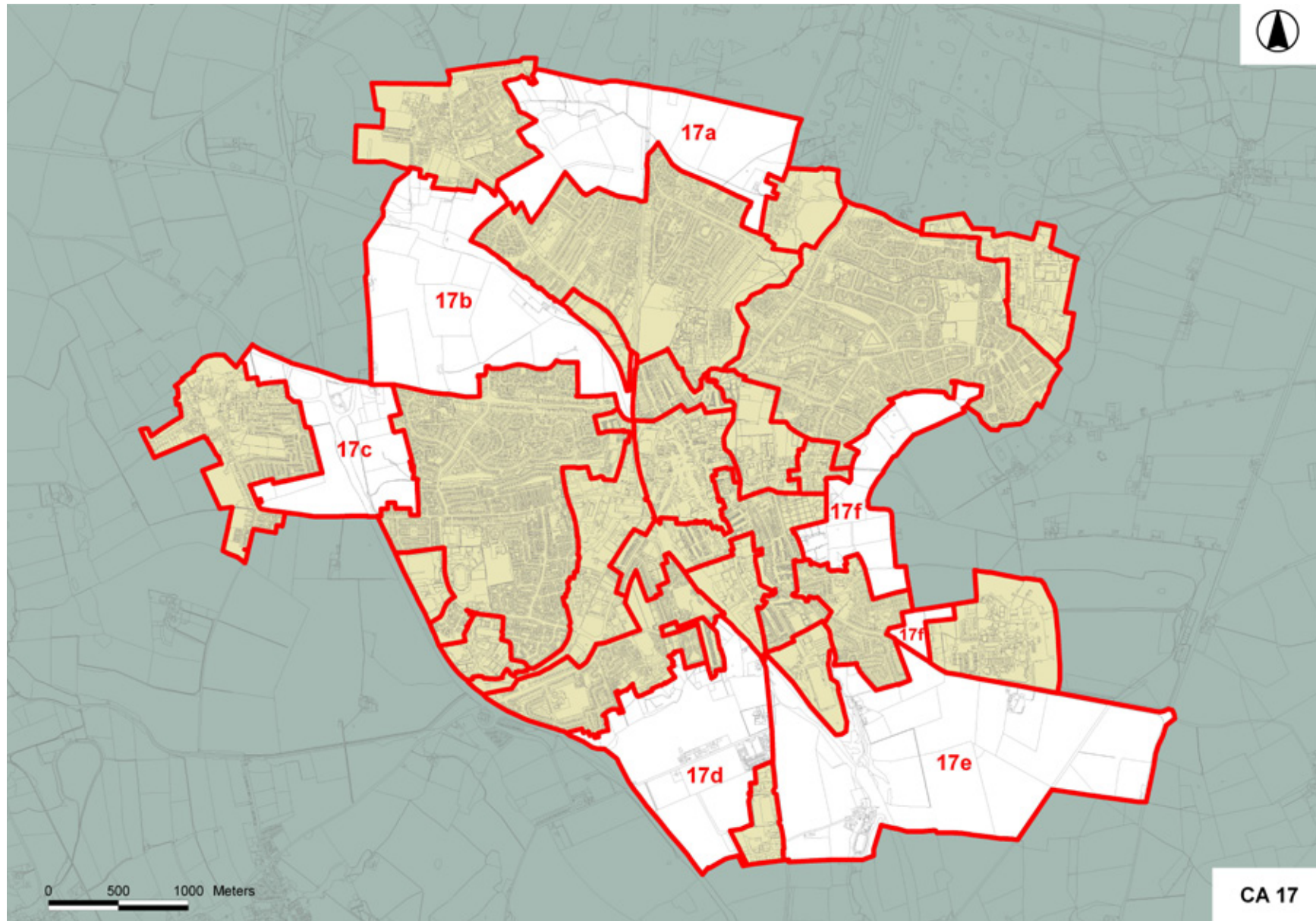


Figure 8.17.03; Character Area 17

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CA 17

0 500 1000 Meters

Boundaries:

Well defined with low trimmed hedges and few hedgerow trees

Views:

Long views from the open landscape into the town. Glimpsed views of the spire of St Wulfram's and east to the smaller spire of St John, Manthorpe and west to the spire of St Sebastian's, Great Gonerby

Trees and green edges:

Belton Lane to the edge of open fields is enclosed by trees; oak and ash, hedges close over the roadside in places. Very limited tree cover to this part of the landscape setting

Watercourses:

The River Witham passes to the east of Manthorpe and the land falls towards this valley floor. There is

a small watercourse to the south-east corner of the sub-area which drains to the River Witham

CA17b: Northwest Quadrant (Poplar Farm, Boundary Farm and Rectory Farm)**Form:**

Open arable fields and grassland, less rural given views across to houses from both directions

Structure:

Large enclosed fields set to a shallow valley between the railway cutting and Barrowby Road

Topography:

The land gently undulates and falls to a flat valley floor to the east

Boundaries:

Well trimmed, low hedges, no trees except to ridge line to the west

Views:

Important views north to Great Gonerby's church spire (St Sebastian's). Views from Gonerby Hill towards this open space

Trees and green edges:

Very little tree cover other than to the western ridge

Watercourses:

Natural spring runs down a shallow valley to the southern section of the sub-area, eventually feeding into the River Witham to the north of the town



Figure 8.17.04 and Figure 8.17.05; Two views presently to open countryside (CA17b) across an area known as Poplar Farm or the Northwest Quadrant. This area is presently the subject of planning permission for houses and community uses

CA17c: Land east of Barrowby (including the A1 transport corridor)

Form:

Open arable fields, grassland and strong tree belts

Structure:

A series of regular enclosures, truncated by the A1 transport corridor and the infrastructure of the A52 junction

Topography:

Land is undulating but rises to the east and west with the A1 set down in a cutting

Boundaries:

Low trimmed hedges, some trees and strong tree belts to the A1

Views:

Distant views to the surrounding hills of Grantham, dominated by power lines. The western edge of the town is apparent

Trees and green edges:

Strong tree belts to the A1 and to sections of the A52 (south side, east of the A1). The green edges dominate views (rather than the A1)

Watercourses:

A shallow valley to the east of Sheep Wash Lane provides run-off for the green corridor which runs on through CA 10

CA17d: Land to the north and south of Gorse Lane

Form:

A mix of open arable fields to Gorse Lane and closed scrub and grassland on steeper slopes to the north

Structure:

Largely open fields with tree and hedge-lined boundaries to the north and then tree clumps and scrub

Topography:

Land falls gently then sharply away to the north

Boundaries:

Strong tree-lined boundaries to the north, otherwise open

Views:

There are long open views in all directions to rolling countryside, the town sits in a bowl but the spire of St Wulfram's is glimpsed across the open fields

Trees and green edges:

Strong tree belts to the north and to the slopes backing onto the housing and industrial sites of CA09

Watercourses:

There are no significant watercourses in the sub-area



Figure 8.17.06; View from Great Gonerby across CA17a – low rolling agricultural land



Figure 8.17.07; The open countryside surrounding the town largely comprises large fields with mixed hedge line boundaries some with mature trees



CA17e: Southern Quadrant (Land to the east of B1174 and south of Somerby Hill)

Form:

Large open arable fields, wooded valley floor (River Witham)

Structure:

Small-scale hedged fields with occasional hedgerow trees. River Witham valley runs north-south, mainline railway cuts across the valley

Topography:

Land falls steadily and in places sharply to the wooded valley floor

Boundaries:

Well-trimmed hedges, occasional trees, developed hedgerow to lanes

Views:

Long open views across the valley from the B1174 looking east and the A52 (Somerby Hill) looking south, views to the south-east edge of town

Trees and green edges:

Well-wooded valley floor to River Witham, otherwise only occasional trees to hedgerows, and well defined hedge boundaries to road and lane sides

Watercourses:

River Witham runs through the sub-area in a wooded valley



Figure 8.17.08; The green, occasionally tree line ridge surrounding Grantham is an important part of the wider character of the townscape. This enables sometimes very long distance views of the town's heritage assets (St Wolfram's spire – seen to the bottom right photograph)

CA17f: Hall's Hill, Harrowby

Form:

Mix of arable, pasture and scrubland

Structure:

Enclosed fields, tree-lined historic boundaries

Topography:

Steeply sloping rising to a plateau to the east

Boundaries:

Often tree-lined and wooded

Views:

Fine open views across the town taking in a number of key historic landmarks. This area also forms the backdrop for the Harrowby Road cemetery

Trees and green edges:

Small areas of woodland and strongly defined tree-lined boundaries to fields and lanes

Watercourses:

There are no significant watercourses to the sub-area

Overview of character area CA17

Context (including geology, topography and views)

The underlying geology is that of Jurassic Limestone which is readily seen as a building material in the historic houses of the villages of Barrowby, Great Gonerby and Manthorpe. This is somewhat complicated by the extensive deposition of glacial debris, producing local clays and glacial pebbles. To the south of the town some significant areas are covered by glacial boulder clay drift. Highly calcareous loams are found mainly on the steeper slopes.

The topography is governed primarily by the valley of the River Witham running north-south through the town and various shallow valleys forming small tributaries and eventually feeding into the river. There is variation within the character area from the



Figure 8.17.09; Distant view to the landmark spire of St Wolfram's seen for miles around

relatively steep sided slopes of CA17d and CA17f to the gently rolling open fields of CA17a and CA17b. These are combined within CA17e with the rolling open fields to the south of Grantham falling away steeply to the wooded valley floor of the River Witham. This is best seen in views looking east from the B1174 and on travelling down Somerby Hill into the town from the south-east.



Figure 8.17.10; View to St Sebastian's church Great Gonerby

Figure 8.17.11; Colour palette

CA17
COLOUR
SOURCE



The topography is a key characteristic of the landscape fringe as it collectively forms a green rim of open countryside to the skyline around the town and in places comes right up to the edges as seen to the west side of CA17f (Hall’s Hill) and the northern edge of CA17d (Gorse Lane). This can perhaps be best appreciated in views looking south from the church of St John’s, set on Station Road, which is the highest point of the town centre (CA01). Of equal importance is the fact that (apart from Great Gonerby), this perceived skyline is undeveloped. In the case of Great Gonerby, it is the intentional views to the spire which dominate and link with those to the spire of the church of St Wulfram. Views from the landscape fringe are dominated almost entirely by the spire of St Wulfram’s. It towers above the relatively modest and consistently scaled town with the only other competing structures being those of the tower of St John’s, Station Road, the spire of the cemetery chapel to Harrowby Road and the modern maltings to Harlaxton Road.

Given the green backdrop provided by the character area, the important heritage assets within the town, (principally that of the spire of St Wulfram’s and the tower of St John’s) are often seen against a green backdrop of open fields and/or trees. This is an important characteristic of the role played by this character area and needs careful consideration when promoting change within the character area.

Views of great value and strategic importance include those to and from Great Gonerby from the A52 and parts of sub-area CA17b (Northwest Quadrant). The essential qualities of these are the sense of openness and the clear gap between Great

Gonerby and the north-western fringes of the town (CA06). The same can be said of the role of CA17c (land east of Barrowby including the A1) although this has less of a key role to play as the land is not perceived in the same way as the buffer to Great Gonerby. In the case of the latter, the A1 transport corridor will always ultimately act as a ‘gap’ between Grantham and Barrowby.

Views across the town are strategically important with the best views had from CA17f (Hall’s Hill) and the Somerby Hill area of CA17e (Southern Quadrant). More distant but important views forming part of the setting to the Grade I listed Belton House are to be had from Belmont Tower, a prospect tower built to the eastern extent of Belmont Avenue (part of the planned landscape setting to the house). The house is seen in the context of the town with particular emphasis being placed on the slopes to Great Gonerby and those to the north side of Gorse Lane. These areas are considered to be particularly sensitive to development in the context of the wider setting of Belton House and grounds

Heritage assets

These areas are almost entirely landscape based and generally have only isolated buildings; remnant farm complexes and outbuildings. There are varying degrees of below ground archaeology potential across these sub-areas with some areas such as the Southern Quadrant (CA17e) having in places the potential for very significant archaeological remains. With regards to heritage assets, particularly below ground assets, prospective developers should seek the advice of the Heritage

Figure 8.17.12; Colour palette



The Southern Quadrant extension offers an opportunity to re-introduce the colour blue, culturally significant to the town, into the built environment of these new neighbourhoods. This colour and its derivatives could be realised through render, glazed bricks, or pre-formed laminated panels.

Trust of Lincolnshire prior to proposing development in any of these sub-areas. In the case of above ground historic buildings, the advice of the District Council's Conservation Officer should be sought.

Condition

Much of the land to the character area is Agricultural Grade 2 and 3, providing high quality agricultural land. The river corridor in particular (to the south – CA17d) is a high quality natural mainly

wooded environment providing complex habitats for wildlife which are linked to the wider landscape and urban greenspaces. Poorly maintained spaces are limited. The northern edges of CA17d are perhaps the most significant areas of greenspace

which appear unkempt and semi-wild in terms of their management. These are nonetheless valuable natural habitats forming green backdrops to the south-western urban edges of the town (CA09).

Ownership

Part of the Northwest Quadrant (CA17b) and almost all of the Southern Quadrant (CA17e) are owned by Buckminster Trust Estates. The remaining areas within the Northwest Quadrant are also in private ownership although some areas have development options on them.

Areas CA17a, CA17c and CA17d are owned by various different private owners. CA17f is also in multiple ownership including the National Trust.

Negative qualities of the area

- A significant negative quality which is the case throughout the character area is the way in which the urban areas border the landscape fringes. These are often abrupt and poorly considered boundaries with very little opportunity for the landscape to permeate into the urban structure of the town.

Key Design Principles (general)

- Protect and enhance woodlands, field boundaries, hedgerow trees and where found watercourses.
- Soften harsh urban edges with new broad leafed woodland planting or use new development, and associated structural landscape, to soften existing harsh urban edges
- Avoid built development encroaching on the higher scarp slopes, or along a ridgeline

- Maintain a varied urban edge with fringes of the landscape setting extending into proposed developments
- Consider opportunities for enhanced access to the countryside around the edge of town
- Protect gaps between Grantham and adjacent villages (particularly Great Gonerby)
- In areas allocated for development, care needs to be taken in handling the potential significant level changes on these sites (particularly the Southern Quadrant). Buildings should be built into sites. Plans for buildings should take advantage of level changes (with split level plans and garaging integrated into the slopes - seen in part to sub-area CA08b)
- There should be a soft edge to the outer perimeter of proposed development (particularly to the Southern Quadrant).
- Existing lanes, hedgerows and trees to be retained in all proposed development
- Proposed district centre to the Southern Quadrant to be located on or adjacent to Somerby Hill
- Encourage the use of locally distinctive materials – red brick and stone, even as panels accompanying other materials
- Promote the use of clay pantiles – for principal buildings and outbuildings
- Use the colour palette recommendations to reinforce local identity and create themes within developments
- Promote street trees to accentuate principal routes and reinforce green corridors to the river valley and existing footpaths, lanes and roads



Figure 8.17.13; Views from the north towards the town showing the extent to which the spires of St Wulfram's (CA01a) and St John the Evangelist (Manthorpe – CA13) can be seen across open countryside to the edges of the town

- Reinforce key views to the town's heritage assets; this is particularly important for views north from the A52 towards Great Gonerby (CA17b)
- Retain the open setting of Manthorpe and St John's church (CA17a)
- Maintain the open and green character of Hall's Hill (CA17f)

- Given the topography and prominence of proposed urban extensions, houses or flat blocks should not exceed three storeys, for most of the character area's allocated sites two storey will be sufficient and should not be exceeded.

Grantham Urban Extensions- Northwest (CA17b) and Southern Quadrants (CA17e)

The proposed urban extensions offer an opportunity to create new neighbourhood identities, belonging to the town, but celebrating a positive new image. This should free development from the sterile cul de sacs of pastiche and promote contemporary architecture derived from a sense of place but addressing current cultural and technological issues.

Colour and materials palettes can reinforce local identity; strong positive identity leads generally to civic pride and an engaged community. The colours proposed for the urban extensions take the predominant brick and pantile range with the landscape colours of the rural edge and introduce the colour blue. Blue pubs were the symbol of Whig support in the town, and the colour endures in street names.

The palette develops the blue range as a response to the indigenous colours to create an integrated scheme, which will sit well in the landscape and at the junction with the existing townscape.

The colours may be realised through render, preformed panels, glazed brick and glass block, amongst others. Within each new development the modulation of colour intensity and scale of use will add legibility and form to the environment.

Colours proposed for the urban extensions take the predominant brick and pantile range with the

landscape colours of the rural edge to which is introduced the colour blue. Blue pubs were the symbol of Whig support in the town, and the colour endures in street names.

The palette develops the blue range as a response to the indigenous colours to create an integrated scheme, which will sit well in the landscape and at the junction with the existing townscape.

The colours may be realised through render, preformed panels, glazed brick and glass block, amongst others. Within each new development the modulation of colour intensity and scale of use will add legibility and form to the environment.

Limits to Growth

In terms of the townscape character of Grantham in relation to its landscape fringes, of key importance is the preservation of the green rim which encircles the town and provides it with a sense of containment. The ridgeline is of great importance to the town and provides the wider setting for significant heritage assets within the town centre. Most notably that of the spires of St Wulfram's church and the cemetery chapels to Harrowby Road and to a lesser extent the tower of St John's church, Station Road. Each of these is seen in the context of extended views across the town which include and rely upon a green backdrop of generally rolling hills with tree and hedge-lined boundaries but occasionally, in terms of views looking east, abrupt changes in level forming a steeper green backdrop of woods and fields.

The spire of the Grade I listed church of St Sebastian set within the hilltop settlement of Great Gonerby is of equal importance to that of St Wulfram's and views to the spire from the A52 and views which

also set the village apart from the edges of the town are of vital importance to the identity of both settlements. These view corridors which pick up on the spaces which define these areas should be very carefully considered in any future plans for development within this character area.

Much of the infrastructure associated with present transport corridors (the A1 and the mainline railway) and proposed transport works (the proposed relief road to the south-east of the town, through the Southern Quadrant and the linking to the Pennine Way at the Northwest Quadrant) is going to entail considerable structural changes to the landscape and will by their nature and scale restrict the effective use of land for housing and community uses within close proximity of these structures. The design and location of these structures; bridges, cuttings, access roads, lighting are all going to have an effect on the spaces for some considerable distance. This is particularly the case with regards to the proposed relief road to the Southern Quadrant as it has to overcome the not-inconsiderable technical issues associated with crossing a valley of high ecological value with a river (the river supports important native crayfish) and a mainline railway running along and crossing its length.

Grantham has managed to maintain an important wider landscape setting and a key part of its character is the scale of development which rarely comes above two storey except to the centre of the town where it is three storey in particular areas but is still dominated by the spire of the church of St Wulfram's. The fact that the development is largely confined to the valley floor and is rarely seen to the slopes of the surrounding hills has maintained this perception of a very contained area of development. Encroachment onto steep hillsides

is out of character for Grantham and will require a very carefully considered philosophy for how to deal with level changes within buildings, spaces and to road layout and design. This should be seen in the context of the work which has been undertaken on the Movement Strategy particularly that relating to the design, scale, hierarchy and location of streets to the Northwest (CA17b) and Southern Quadrants (CA17e).

9.0 GRANTHAM TOWNSCAPE CHARACTER ASSESSMENT – CONCLUSIONS AND RECOMMENDATIONS

The townscape of Grantham is a culmination of the complex layering of history integrally linked to the industries which drove the town through periods of boom and bust. Each of these periods has left a mark on the town and these marks are readable and ever present in the buildings, street, road, lane and footpath pattern, series of open spaces, use of the river, use of natural resources; stone, clay and timber and use of the topography.



Figure 9.01; The rich variation to the townscape of Watergate exemplifies the quality of the built form in Grantham

The Townscape Assessment must be used in conjunction with the movement strategy to enable a joined-up approach to be taken. This will be particularly important in terms of integrating new developments within the established townscape (and landscape) character of Grantham.

The town is going through major change at present (Feb 2011) and a number of sites, particularly within the town centre (CA01), have the potential to take Grantham well into the 21st century with an infrastructure and framework which not only protects some of the nationally important (some of outstanding national importance, for example St Wulfram's church) heritage assets but brings forth the opportunity for a coherence and a knitting together and mending of the townscape. These opportunities must not be missed and need to be carefully coordinated and properly phased in order to ensure a long term future for a town which has the potential to embrace an exciting growth point with a dynamic and engaging townscape which celebrates its past but is able to look forward and accommodate the future.

Within the town centre the Wharf Road, Watergate, Triggs Yard, Greyfriars and Station Approach sites (discussed in CA01 and CA03) are crucial to the future success of the town centre. They must respond to the established townscape character of their respective areas and sub-areas (where appropriate) if they are to successfully integrate with the town and retain some of the essential elements of the historic character of the Grantham Conservation Area. There are real challenges and potential conflict between the commercial drivers for these sites and the townscape capacity. This appraisal has sought to outline those capacity issues to help shape future development on these sites.

The urban expansion of Grantham should very carefully consider a number of issues raised in the Townscape Assessment. There is much capacity for development within underused areas of the town. Most notably the canal basin site (CA05) which has significant potential to deliver a large



Figure 9.02; Triggs Yard, a rare opportunity to revive and reuse buildings which still trace the historic line of the medieval building plots of the town

number of residential and mixed use units to bolster the towns economy and create a new sustainable quarter to complement improvements to the railway station approach and the plans for the town centre, particularly those to Wharf Road.

There are other areas, for example those residential suburbs identified in CA03, which on a more micro scale have the potential for redevelopment which could complement their near town centre locations and enhance existing heritage assets with the re-use of buildings (former maltings) and the improvement of the setting of statutory listed buildings such as the church of St John (CA03d). The area surrounding the church and to the north up to Wharf Road has significant potential for targeted intervention (shown in Figure 8.3.33) which would bring redundant sites back into use, ensure the long term protection of heritage assets (former maltings) and bring forth the potential for a new residential quarter to develop, in

coordination with the work at Station Approach and Wharf Road.

The sensitivities of the townscape of the villages are such that only very limited intervention will be possible without destroying the special character and appearance of parts of the Barrowby (CA11), Great Gonerby (CA12) and Manthorpe (CA13) character areas. The historic village cores are designated conservation areas. Great care must be taken to ensure the protection of views to and from nationally significant heritage assets such as the church of St Sebastian, such an important landmark and defining feature of Great Gonerby in its surrounding landscape setting. This is also the case for the church of St John the Evangelist in Manthorpe which is seen from surrounding open fields and lanes on approaching the village.



Figure 9.03; The village of Manthorpe, a highly sensitive townscape where only very limited intervention is likely to be acceptable

The North and South Quadrants

The northern and southern urban extensions; the Northern and Southern Quadrants (parts of CA17) are at various stages of development and implementation. The Movement Strategy provides guidance on the structure, framework and delivery of the extensions. And others are developing design codes and a technical solutions to issues (such as the crossing of the railway and river watercourse) relating to both the Northern and Southern Quadrants. The Townscape Assessment can be used to guide development on these important sites but it must not be used to create a pattern book of house types.

The Townscape Assessment has identified a number of key elements of the town which should inform development to both the Northern and Southern Quadrants. One of the key issues with both sites is how, in townscape terms, the topography is to be handled. On both sites level change is a significant issue. The town of Grantham has very little by way of townscape which responds to the relatively dramatic changes in level seen particularly to the Southern Quadrant. Most of the town and all of the historic townscape is either in the valley floor or up on the hills (Barrowby and Great Gonerby). In this respect, there is very little townscape which is transferable or 'typical' of the town which could be used as a template for development. However, there is best practice which would include the stepping of sites into the hillside and the use of the gradient to provide split level accommodation. This is seen to low density development of distinctive character in CA08b.

In addition to the issue of the use of level changes to provide a responsive townscape, in other words

one which responds positively to the gradient by providing interest and variety in height, outlook, orientation and in particular skyline, the following should also be considered for these areas. Please note these points are not intended to promote either a traditional or contemporary approach or favour one over the other:

- The town's developed areas, particularly its Victorian suburbs, express a hierarchy of built form (see Figure 8.3.26) which could be reflected in the proposed development(s) of these areas. Subtle changes in scale, expression of the façade, the use of the roofspace and orientation of the entrance (reflecting the distinctive building types found in the town) could add variety, interest and local distinctiveness to the townscape
- The use of materials – brick, stone and render, should respond as closely as possible to the local vernacular. The local Ancaster stone is expensive and in relatively short supply but its use on sections of buildings – to express bays, upper floors, panels – could be incorporated into proposed houses designs
- The use of pantiles to provide a strong texture and colour to the roofs of some of the character areas, most notably the older sections of the town and the villages, could be reflected in smaller quarters of the proposed development(s) to provide some definition to areas within proposed developments
- The colour palettes should be used to introduce blocks of relevant colour at important townscape junctions in the design proposals. This may be corner buildings, buildings closing views, buildings in long distance views or to further define a quarter or scale of building within the developments



Figure 9.04; The Southern Quadrant – topography will need very careful consideration in terms of the planning of townscape character in this potential urban extension

- The colour blue could provide a theme through the development(s) linking directly back to the historic use of the colour in the town. This might be used, for example, to define features such as doors or used more boldly for panels of colour within bays.

Sensitivity to change

The capacity for change within the Grantham study area is summarized in Table 1. This provides an overview of the area in terms of its sensitivity to change in relation to the headings within the character area analysis. They are measured by degree of sensitivity; extremely sensitive, highly sensitive, moderately sensitive, low sensitivity and no sensitivity to change.

By way of a worked example character area CA01 is extremely sensitive to change in terms of the

established historic grain of the town centre, a survival for the most part of its medieval origins. Its capacity for change therefore must reflect this sensitivity. This will be extremely important for sites such as Greyfriars (see page 75). In contrast, where a character area scores low sensitivity across the summary table, this would suggest where more radical intervention may be possible or where new characteristics might be promoted to complement those identified. Please note that the table should be used as a guide with more detailed assessment made by reference to the character area analysis within the body of this report.

Character Area	Context (incl. topography)	Grain	Scale	Uses	Public Realm	Connectivity	Building types	Architectural qualities	Heritage Assets (incl. designations)	Materials and colour palette	Open space	Biodiversity
CA01: Town centre	●	●	●	●	●	●	●	●	●	●	●	●
CA02: Northern suburbs	●	●	●	●	●	●	●	●	●	●	●	●
CA03: Southern Suburbs	●	●	●	●	●	●	●	●	●	●	●	●
CA04: Riverside & Stonebridge	●	●	●	●	●	●	●	●	●	●	●	●
CA05: The Canal Basin	●	●	●	●	●	●	●	●	●	●	●	●
CA06: Residential Suburbs (N)	●	●	●	●	●	●	●	●	●	●	●	●
CA07: Residential Suburbs (NE)	●	●	●	●	●	●	●	●	●	●	●	●
CA08: Residential Suburbs (SE)	●	●	●	●	●	●	●	●	●	●	●	●
CA09: Residential Suburbs (SW)	●	●	●	●	●	●	●	●	●	●	●	●
CA10: Residential Suburbs (W)	●	●	●	●	●	●	●	●	●	●	●	●
CA11: Barrowby	●	●	●	●	●	●	●	●	●	●	●	●
CA12: Great Gonerby	●	●	●	●	●	●	●	●	●	●	●	●
CA13: Manthorpe	●	●	●	●	●	●	●	●	●	●	●	●
CA14: Military Barracks	●	●	●	●	●	●	●	●	●	●	●	●
CA15: Beacon Lane environs	●	●	●	●	●	●	●	●	●	●	●	●
CA16: Industrial Estates	●	●	●	●	●	●	●	●	●	●	●	●

Sensitivity to change

● Extremely sensitive ● Highly sensitive ● Moderately sensitive ● Low Sensitivity ● No sensitivity

APPENDIX A: HISTORIC MAPS OF THE STUDY AREA



Figure A.01; 1870 Ordnance Survey county map

EVOLUTION

Figure A.02; 1792 Plan of intended canal (Ref: 4-GL/5/1)

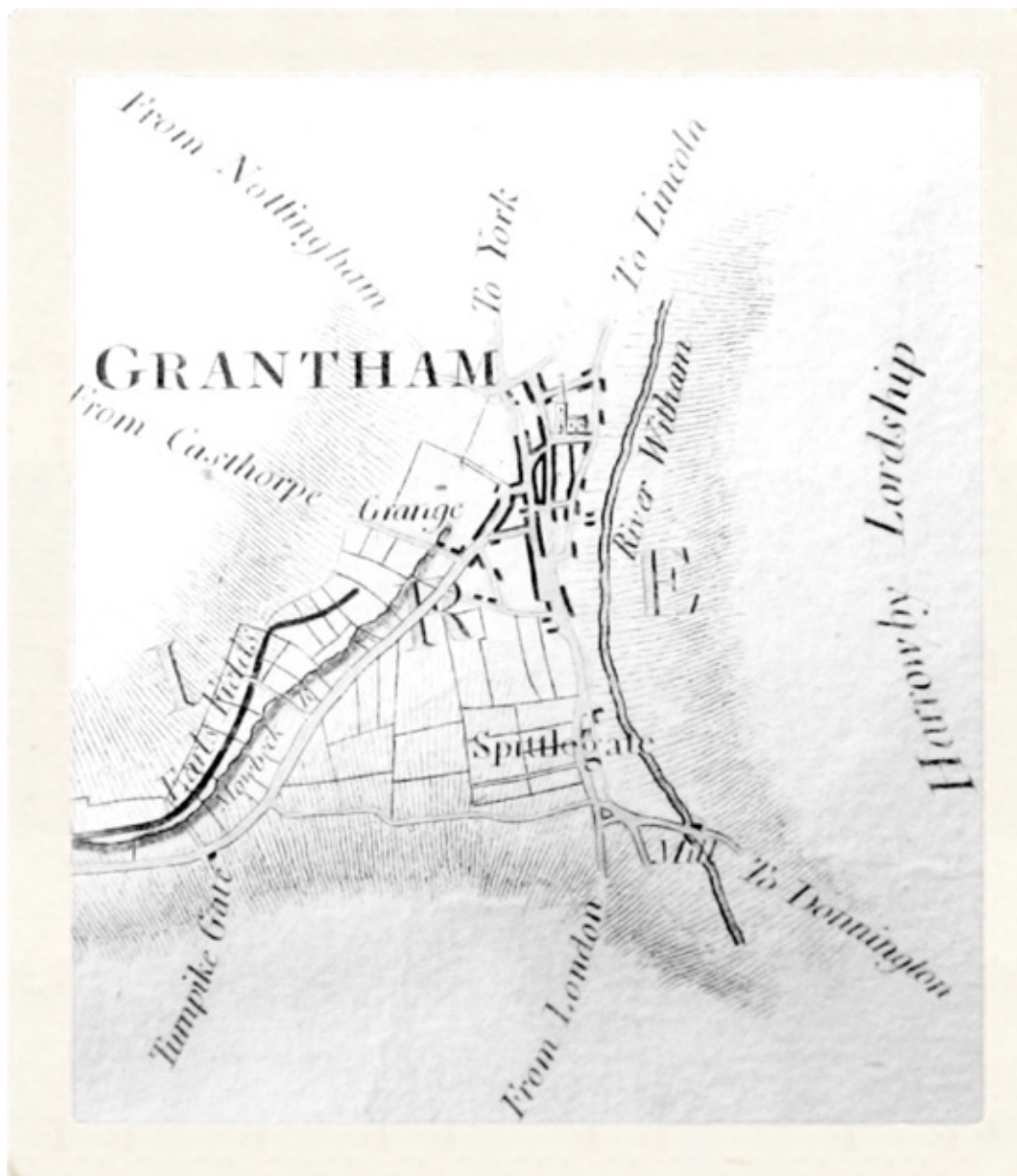




Figure A.03; 1831 Town Plan (Ref: Mon 7/16/47)



Figure A.04; 1838 Grantham Tithe Map (Ref: E485)



Figure A.05; Mid-19th century Town Plan (Ref: 4-GL/1/1)

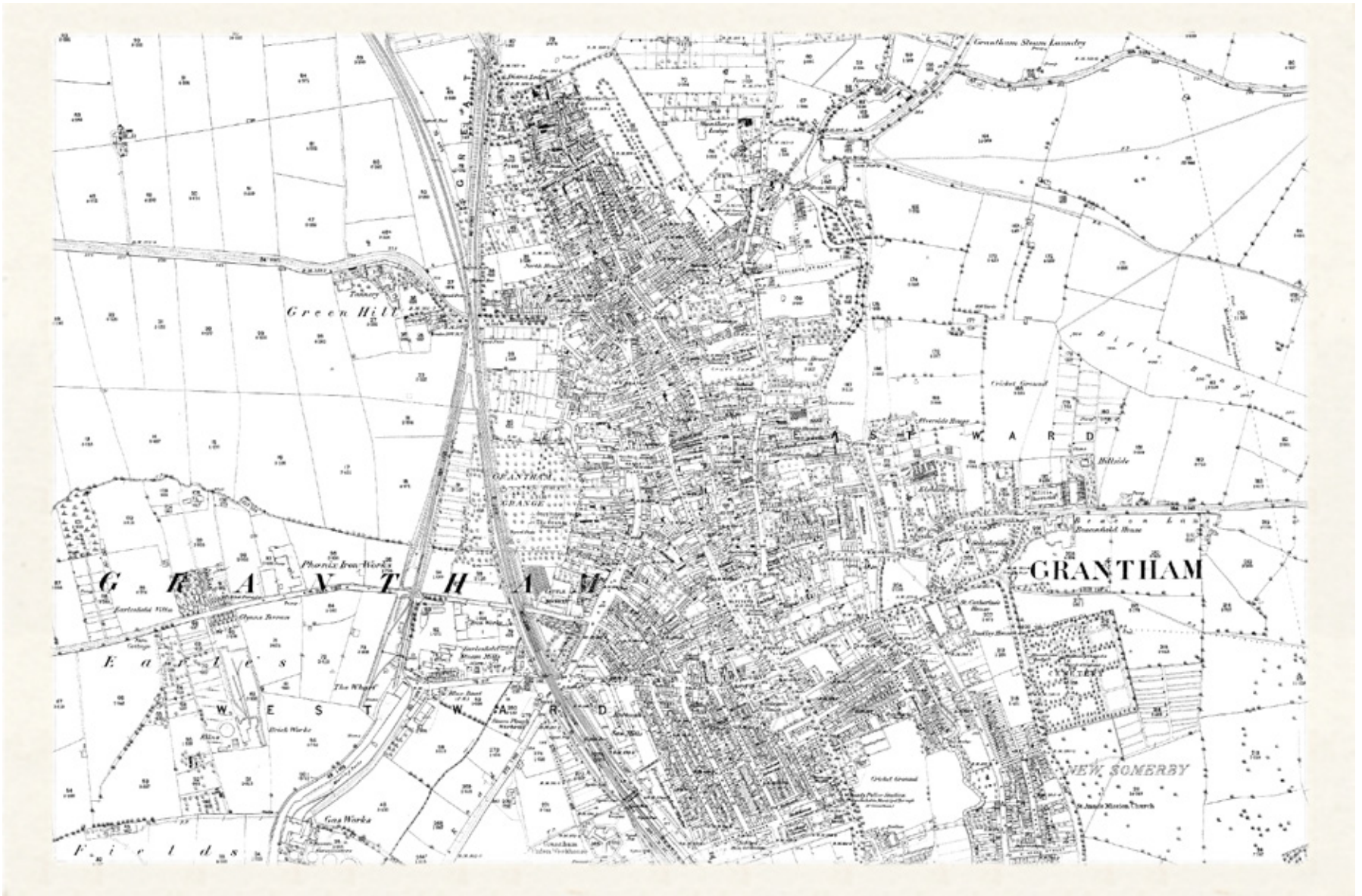


Figure A.06; 1888 1:2500 Ordnance Survey Map



Figure A.07; 1904 1:2500 Ordnance Survey Map



Figure A.08; 1931
1:2500 Ordnance
Survey Map

APPENDIX B: PUBLIC CONSULTATION



Figure B.01; Consultants lead discussions on character areas within the study area



Figure B.02; A representative from the Grantham Civic Society highlights the blue plaque scheme – part of a series of projects to highlight the importance of the town’s history

The Townscape Character Assessment was developed with the help of a Project Design Team which comprised:

Councillor Mrs Frances Cartwright: Portfolio Holder Economic Development & Heritage Champion - Ringstone Ward

Teena Twelves: Head of Housing & Neighbourhoods

Karen Sinclair: Service Manager, Planning Policy

Michele Rhodius: Urban Designer, Planning Policy

Ian Wright: Acting Principal Conservation Officer (Planning), SKDC

Peter Fender: LCC Projects Officer Landscape

Andy Moger: Planning Policy Officer (Urban Extensions)

Lia Ibbotson: Grantham Town Centre Manager - Economic Development & Town Centre Management

Michael Nartey: Senior Planning Officer (Grantham Area Action Plan) - Planning Policy

The Team met on two occasions during the course of the project and provided essential feedback. As part of the first Project Design Team meeting the consultants led a walkabout around the town centre to identify areas and key sites for change and discuss potential enhancements. These have informed the finished document.

There were two consultation events (22nd July 2010 and 26th August 2010) which key stakeholders were invited to attend. These were both held in the Guildhall. The consultants presented findings and



Figure B.03 and Figure B.04; The Townscape Assessment exhibition held in the Guildhall



invited discussion based on suggested questions. The first session took the form of a SWOT analysis of parts of the study area. This was undertaken by the annotating of maps provided by SKDC. The second event was responding to the findings of this work and further field work by the consultants.

An exhibition was held in September 2010 at the Guildhall. This was attended by officers of the Council, members of the public and key stakeholders. The exhibition boards were also uploaded onto the Council's website with invitations to comment.

Key Stakeholders included (all were invited to attend all events):

- Project Design Team
- All Councillors
- Great Gonerby Parish Council
- Barrowby Parish Council

- Londonthorpe and Harrowby Without Parish Council
- SKDC Officers – Planning Policy and Grantham Growth (in addition to Project Design Team)
- Grantham Civic Society
- Grantham Future
- Grantham Business Club
- Grantham Canal Restoration Society
- Grantham Canal Partnership Executive
- Earlsfield District & Neighbourhood Group
- Grantham North District & Neighbourhood Group
- Harrowby District & Neighbourhood Group

- Grantham Residents Association – Beedon Park
 - Grantham Residents Association – Manthorpe
 - Grantham Youth Club
 - Rotary Club of Grantham
- Feedback from the events was obtained through completed questionnaires and these comments informed the final drafts of the document.

APPENDIX C: HERITAGE ASSETS

The following is a list of buildings which are considered to be of local architectural and/or historic interest and/or are significant buildings in the townscape the loss of which would be detrimental to the character of Grantham. They are arranged alphabetically

under settlements. The following are a considered to fall within the definition of heritage assets as found in Planning Policy Statement 5; Planning for the Historic Environment (PPS5).

BARROWBY

CASTHORPE ROAD

Posts House, Casthorpe Road, Barrowby, Grantham,
The White House, Casthorpe Road, Barrowby, Grantham,
Windygates, Casthorpe Road, Barrowby, Grantham,

CHAPEL LANE

1 Chapel Lane, Barrowby, Grantham,
2 Chapel Lane, Barrowby, Grantham,
3 Chapel Lane, Barrowby, Grantham,
4 Chapel Lane, Barrowby, Grantham,
5 Chapel Lane, Barrowby, Grantham,
6 Chapel Lane, Barrowby, Grantham,
8 Chapel Lane, Barrowby, Grantham,

9 Chapel Lane, Barrowby, Grantham,
10 Chapel Lane, Barrowby, Grantham,
11 Chapel Lane, Barrowby, Grantham,

CHURCH STREET

8 Church Street, Barrowby, Grantham,
Greenwell Cottage, Church Street, Barrowby, Grantham,
Highgate, Church Street, Barrowby, Grantham,
Ohio, Church Street, Barrowby, Grantham,
The Reading Room, Church Street, Barrowby, Grantham,
Redberry House, Church Street, Barrowby, Grantham,

HIGH ROAD

3 High Road, Barrowby, Grantham,
11 High Road, Barrowby, Grantham,
13 High Road, Barrowby, Grantham,
15 High Road, Barrowby, Grantham,
21 High Road, Barrowby, Grantham,
23 High Road, Barrowby, Grantham,
29 High Road, Barrowby, Grantham,

LOW ROAD

East View, Low Road, Barrowby, Grantham,
The Hollies, Low Road, Barrowby, Grantham,
Patmans Cottages, Low Road, Barrowby, Grantham,

The Red House, Low Road, Barrowby, Grantham,
Westholme, Low Road, Barrowby, Grantham,

MAIN STREET

Granby Cottage, Main Street, Barrowby, Grantham, Ng32 1bz
Kinross, Main Street, Barrowby, Grantham, Ng32 1bz
Rinteln, Main Street, Barrowby, Grantham, Ng32 1bz

MILL ROW

2 Mill Row, Barrowby, Grantham,
3 Mill Row, Barrowby, Grantham,

4 Mill Row, Barrowby, Grantham,
Granby Cottage, 5 Mill Row, Barrowby, Grantham,
The Forge, Mill Row, Barrowby, Grantham,

RECTORY LANE

Corner House, Rectory Lane, Barrowby, Grantham,
The Barn, Rectory Lane, Barrowby, Grantham,

GRANTHAM

ALBION PLACE

1 Albion Place, Grantham,
2 Albion Place, Grantham,
3 Albion Place, Grantham,
4 Albion Place, Grantham,
Albion Cottage, 5 Albion Place, Grantham,
6 Albion Place, Grantham,
7 Albion Place, Grantham,
8 Albion Place, Grantham,
9 Albion Place, Grantham,
10 Albion Place, Grantham,
11 Albion Place, Grantham,

12 Albion Place, Grantham,
12a Albion Place, Grantham,
13 Albion Place, Grantham,
14 Albion Place, Grantham,
15 Albion Place, Grantham,

ALBION STREET

1 Albion Street, Grantham,
2 Albion Street, Grantham,
3 Albion Street, Grantham,
4 Albion Street, Grantham,
5 Albion Street, Grantham,

6 Albion Street, Grantham,
7 Albion Street, Grantham,
9 Albion Street, Grantham,
9a Albion Street, Grantham,
10 Albion Street, Grantham,
11 Albion Street, Grantham,
12 Albion Street, Grantham,
13 Albion Street, Grantham,

AVENUE ROAD

5 Avenue Road, Grantham,
Witham House, Avenue Road,

Grantham,
30 Avenue Road, Grantham,

BARROWBY ROAD

2 Barrowby Road, Grantham,
4 Barrowby Road, Grantham,
6 Barrowby Road, Grantham,
8 Barrowby Road, Grantham,
10 Barrowby Road, Grantham,
12 Barrowby Road, Grantham,
14 Barrowby Road, Grantham,
16 Barrowby Road, Grantham,

18 Barrowby Road, Grantham,
20 Barrowby Road, Grantham,
22 Barrowby Road, Grantham,
24 Barrowby Road, Grantham,
26 Barrowby Road, Grantham,
28 Barrowby Road, Grantham,
40 Barrowby Road, Grantham,
73 Barrowby Road, Grantham,
75 Barrowby Road, Grantham,
76 Barrowby Road, Grantham,
77 Barrowby Road, Grantham,
78 Barrowby Road, Grantham,
Tyndal Lodge, 79 Barrowby Road,

Grantham,
80 Barrowby Road, Grantham,
82 Barrowby Road, Grantham,
86 Barrowby Road, Grantham,
99 Barrowby Road, Grantham,
101 Barrowby Road, Grantham,
103 Barrowby Road, Grantham,
105 Barrowby Road, Grantham,
107 Barrowby Road, Grantham,
109 Barrowby Road, Grantham,
111 Barrowby Road, Grantham,
113 Barrowby Road, Grantham,

BEACON LANE

South Lincs Community & Mental Health Services, 12-14 Beacon Lane, Grantham,
Beacon Hillside, 17 Beacon Lane, Grantham,
Hillside, 19 Beacon Lane, Grantham,
Norman Leys, 26 Beacon Lane, Grantham,
Broadacres, 32 Beacon Lane, Grantham,
Fairfields, 34 Beacon Lane, Grantham,

BELTON GROVE

17 Belton Grove, Grantham

BLUEGATE

2 Bluegate, Grantham,
3 Bluegate, Grantham,

BRIDGE END ROAD

22 Bridge End Road, Grantham,
79 Bridge End Road, Grantham,
81 Bridge End Road, Grantham,
83 Bridge End Road, Grantham,
85 Bridge End Road, Grantham,

BROAD STREET

7 Broad Street, Grantham,

Second Grantham Scout Group, Broad Street, Grantham,

BROOK STREET

14 Brook Street, Grantham,
16 Brook Street, Grantham,
18 Brook Street, Grantham,
20 Brook Street, Grantham,
31 Brook Street, Grantham,
33 Brook Street, Grantham,
35 Brook Street, Grantham,
37 Brook Street, Grantham,
39 Brook Street, Grantham,
41 Brook Street, Grantham,
43 Brook Street, Grantham,
45 Brook Street, Grantham,
47 Brook Street, Grantham,
Five Bells, 79 Brook Street, Grantham,
1 Dawsons Almshouses, Brook Street, Grantham,
2 Dawsons Almshouses, Brook Street, Grantham,
3 Dawsons Almshouses, Brook Street, Grantham,
4 Dawsons Almshouses, Brook Street, Grantham,
5 Dawsons Almshouses, Brook Street, Grantham,
6 Dawsons Almshouses, Brook Street, Grantham,
7 Dawsons Almshouses, Brook Street, Grantham,
8 Dawsons Almshouses, Brook Street, Grantham,
Hubbards Seeds, Brook Street, Grantham,

BROWNLOW STREET

1 Brownlow Street, Grantham,
2 Brownlow Street, Grantham,
4 Brownlow Street, Grantham,
Belvoir House Nursing Home, Brownlow Street, Grantham,

CASTLEGATE

1a Castlegate, Grantham,
2 Castlegate, Grantham,
3 Castlegate, Grantham,
9 Castlegate, Grantham,
Moat Cottage, 20 Castlegate, Grantham,
21 Castlegate, Grantham,
22 Castlegate, Grantham,
40 Castlegate, Grantham,
41 Castlegate, Grantham,
42 Castlegate, Grantham,
56 Castlegate, Grantham,
57 Castlegate, Grantham,
58 Castlegate, Grantham,
59 Castlegate, Grantham,
60 Castlegate, Grantham,
61 Castlegate, Grantham,
62 Castlegate, Grantham,
National C E Junior School, Castlegate, Grantham,
National Junior School, Castlegate, Grantham,
National Church Of England School, Castlegate, Grantham,

CHAMBERS STREET

Kings Cottage, 11 Chambers Street, Grantham,

COLD HARBOUR LANE

The Lodge, Cold Harbour Lane, Grantham,

COMMERCIAL ROAD

The Maltings, Commercial Road, Grantham,

DUDLEY ROAD

6-8 Dudley Road, Grantham,
107 Dudley Road, Grantham,

DYSART ROAD

1 Dysart Road, Grantham,
3 Dysart Road, Grantham,
5 Dysart Road, Grantham,
7 Dysart Road, Grantham,
9 Dysart Road, Grantham,
74 Dysart Road, Grantham,
76 Dysart Road, Grantham,
138 Dysart Road, Grantham,
140 Dysart Road, Grantham,
142 Dysart Road, Grantham,
144 Dysart Road, Grantham,

ELMER STREET NORTH

1 Elmer Street North, Grantham,
15 Elmer Street North, Grantham,
Elm House, Elmer Street North, Grantham,

FINKIN STREET

13 Finkin Street, Grantham,

GLADSTONE TERRACE

1 Gladstone Terrace, Grantham,
2 Gladstone Terrace, Grantham,
3 Gladstone Terrace, Grantham,
4 Gladstone Terrace, Grantham,
5 Gladstone Terrace, Grantham,
6 Gladstone Terrace, Grantham,
7 Gladstone Terrace, Grantham,
8 Gladstone Terrace, Grantham,
9 Gladstone Terrace, Grantham,
10 Gladstone Terrace, Grantham,
11 Gladstone Terrace, Grantham,
12 Gladstone Terrace, Grantham,
13 Gladstone Terrace, Grantham,
14 Gladstone Terrace, Grantham,
15 Gladstone Terrace, Grantham,
16 Gladstone Terrace, Grantham,
17 Gladstone Terrace, Grantham,
18 Gladstone Terrace, Grantham,
19 Gladstone Terrace, Grantham,
Peascliffe House, 20 Gladstone Terrace, Grantham,

21 Gladstone Terrace, Grantham,
22 Gladstone Terrace, Grantham,
23 Gladstone Terrace, Grantham,
24 Gladstone Terrace, Grantham,
25 Gladstone Terrace, Grantham,
26 Gladstone Terrace, Grantham,
27 Gladstone Terrace, Grantham,
28 Gladstone Terrace, Grantham,
29 Gladstone Terrace, Grantham,
30 Gladstone Terrace, Grantham,
31 Gladstone Terrace, Grantham,
32 Gladstone Terrace, Grantham,
33 Gladstone Terrace, Grantham,
34 Gladstone Terrace, Grantham,
35 Gladstone Terrace, Grantham,
36 Gladstone Terrace, Grantham,

GRANTLEY STREET

Churchill House, 1 Grantley Street, Grantham,

GROVE END ROAD

10c Grove End Road, Grantham,

GUILDHALL STREET

1-3 The Courtyard, Guildhall Street, Grantham,
Guildhall Court, Guildhall Street, Grantham,
14 Guildhall Street, Grantham,
Unit 1, Kings Walk, Guildhall Street, Grantham,
Unit 2, Kings Walk, Guildhall Street, Grantham,
Unit 4, Kings Walk, Guildhall Street, Grantham,
Unit 5, Kings Walk, Guildhall Street, Grantham,
Unit 6, Kings Walk, Guildhall Street, Grantham,
Unit 7, Kings Walk, Guildhall Street, Grantham,

HARROWBY ROAD

41 Harrowby Road, Grantham,
43 Harrowby Road, Grantham,
Shirley Croft Hotel, Harrowby Road,
Grantham,
Shirley Croft Annexe, Harrowby Road,
Grantham,
St Anne, Harrowby Road, Grantham,
St Vincents Lodge, Harrowby Road,
Grantham,

HIGH STREET

6 High Street, Grantham,
7 High Street, Grantham,
8-9 High Street, Grantham,
10 High Street, Grantham,
13 High Street, Grantham,
17 High Street, Grantham,
18 High Street, Grantham,
24 High Street, Grantham,
25 High Street, Grantham,
26 High Street, Grantham,
27 High Street, Grantham,
36 High Street, Grantham,
37 High Street, Grantham,
71 High Street, Grantham,
6 The George Shopping Centre, High
Street, Grantham,
7 The George Shopping Centre, High
Street, Grantham,
8 The George Shopping Centre, High
Street, Grantham,
9 The George Shopping Centre, High
Street, Grantham,
41 The George Shopping Centre, High
Street, Grantham,

HILL AVENUE

43 Hill Avenue, Grantham,
45 Hill Avenue, Grantham,
47 Hill Avenue, Grantham,
49 Hill Avenue, Grantham,
51 Hill Avenue, Grantham,
53 Hill Avenue, Grantham,

HUNTINGTOWER ROAD

Huntingtower CP School, Huntingtower
Road, Grantham,

ISAAC NEWTON SHOPPING CENTRE

39 Isaac Newton Shopping Centre,
Grantham, NG31 6EE

LONDON ROAD

7 London Road, Grantham,
13 London Road, Grantham,
15 London Road, Grantham,
17 London Road, Grantham,
19 London Road, Grantham,
21 London Road, Grantham,
23 London Road, Grantham,
25 London Road, Grantham,
29 London Road, Grantham,
31 London Road, Grantham,
33 London Road, Grantham,
35 London Road, Grantham,
The Old Courthouse, 60a London
Road, Grantham,
St John's Medical Centre, 62 London
Road, Grantham,
The Salvation Army, London Road,
Grantham,

MANTHORPE ROAD

45 Manthorpe Road, Grantham,
47 Manthorpe Road, Grantham,
49 Manthorpe Road, Grantham,
51 Manthorpe Road, Grantham,
53 Manthorpe Road, Grantham,
55 Manthorpe Road, Grantham,
57 Manthorpe Road, Grantham,
59 Manthorpe Road, Grantham,
61 Manthorpe Road, Grantham,
63 Manthorpe Road, Grantham,
65 Manthorpe Road, Grantham,
67 Manthorpe Road, Grantham,
69 Manthorpe Road, Grantham,
Grantham And District Hospital, 101
Manthorpe Road, Grantham,

MARKET PLACE

3 Market Place, Grantham,
The Hogshead, 8 Market Place,
Grantham,
9 Market Place, Grantham,
10 Market Place, Grantham,
11 Market Place, Grantham,
12 Market Place, Grantham,
13 Market Place, Grantham,
14 Market Place, Grantham,
16 Market Place, Grantham,
17 Market Place, Grantham,
22-23 Market Place, Grantham,
Row House, 24 Market Place,
Grantham,
25 Market Place, Grantham,
26 Market Place, Grantham,
Royal Oak, 27 Market Place,
Grantham,
30 Market Place, Grantham,
31 Market Place, Grantham,

NORTH PARADE

17 North Parade, Grantham,
19 North Parade, Grantham,
21 North Parade, Grantham,
23 North Parade, Grantham,
25 North Parade, Grantham,
27 North Parade, Grantham,
29 North Parade, Grantham,
31 North Parade, Grantham,
45 North Parade, Grantham,
47 North Parade, Grantham,
48 North Parade, Grantham,
49 North Parade, Grantham,
50 North Parade, Grantham,
51 North Parade, Grantham,
52 North Parade, Grantham,
53 North Parade, Grantham,
54 North Parade, Grantham,
55 North Parade, Grantham,
56 North Parade, Grantham,
58 North Parade, Grantham,
60 North Parade, Grantham,
62 North Parade, Grantham,
Manna House, 64 North Parade,

Grantham,
66 North Parade, Grantham,
68 North Parade, Grantham,
75 North Parade, Grantham,
86 North Parade, Grantham,
88 North Parade, Grantham,
90 North Parade, Grantham,
92 North Parade, Grantham,
94 North Parade, Grantham,
96 North Parade, Grantham,
98 North Parade, Grantham,
100 North Parade, Grantham,
102 North Parade, Grantham,
104 North Parade, Grantham,
106 North Parade, Grantham,
108 North Parade, Grantham,
110 North Parade, Grantham,
114 North Parade, Grantham,
116 North Parade, Grantham,

NORTH STREET

1-2 North Street, Grantham,
4 North Street, Grantham,
6 North Street, Grantham,
7 North Street, Grantham,

NORTON STREET

1 Norton Street, Grantham,

RIVERSIDE

North Lodge, Riverside, Grantham,

SANDON ROAD

Mental Health Resource Centre,
Sandon Road, Grantham,

SIGNAL ROAD

The Three Gables, 27 Signal Road,
Grantham,
45 Signal Road, Grantham,

SPRING GARDENS

Grantham Shopfitters, Spring Gardens,
Grantham,

ST ANNES STREET

Old School, St Annes Street, Grantham,

ST CATHERINES ROAD

South Lodge, St Catherines Road,
Grantham,

ST PETER'S HILL

8 St Peters Hill, Grantham,
Grantham Museum, 11-12 St Peters
Hill, Grantham,
15-16 St Peters Hill, Grantham,
The Tollemache Inn, 17 St Peters Hill,
Grantham,
23 St Peters Hill, Grantham,
24 St Peters Hill, Grantham,
25 St Peters Hill, Grantham,
26 St Peters Hill, Grantham,
29 St Peters Hill, Grantham,
30 St Peters Hill, Grantham,
31 St Peters Hill, Grantham,
33 St Peters Hill, Grantham,
34 St Peters Hill, Grantham,
35 St Peters Hill, Grantham,
38 St Peters Hill, Grantham,
39 St Peters Hill, Grantham,
40-41 St Peters Hill, Grantham,

SWINEGATE

20 Swinegate, Grantham,
22 Swinegate, Grantham,
26 Swinegate, Grantham,
33 Swinegate, Grantham,
34 Swinegate, Grantham,
35 Swinegate, Grantham,
37 Swinegate, Grantham,
38 Swinegate, Grantham,
46 Swinegate, Grantham,
47 Swinegate, Grantham,

WATERGATE

27 Watergate, Grantham,
29 Watergate, Grantham,
37-39 Watergate, Grantham,
41 Watergate, Grantham,

48 Watergate, Grantham,

WELBY GARDENS

1 Welby Gardens, Grantham,
3 Welby Gardens, Grantham,
5 Welby Gardens, Grantham,
7 Welby Gardens, Grantham,
8 Welby Gardens, Grantham,
10 Welby Gardens, Grantham,
Welby Gate, Welby Gardens,
Grantham,

GREAT GONERBY

BELTON LANE

12 Belton Lane, Grantham,
57 Belton Lane, Great Gonerby,
Grantham,
119 Belton Lane, Grantham,

GREEN STREET

14a Green Street, Great Gonerby,
Grantham,
Merlins Cottage, 23 Green Street,
Great Gonerby, Grantham,
Emplin Lane Cottage, 23 Green Street,
Great Gonerby, Grantham,
The Old Sunday School, Green Street,
Great Gonerby, Grantham,

HIGH STREET

2 High Street, Great Gonerby,
Grantham,
Ross Cottage, 7 High Street, Great

WESTGATE

3 Westgate, Grantham,
15 Westgate, Grantham,
16 Westgate, Grantham,
18 Westgate, Grantham,
28b Westgate, Grantham,
29 Westgate, Grantham,
30a Westgate, Grantham,
65 Westgate, Grantham,
66 Westgate, Grantham,
67 Westgate, Grantham,

Gonerby, Grantham,
9 High Street, Great Gonerby,
Grantham,
11 High Street, Great Gonerby,
Grantham,
12 High Street, Great Gonerby,
Grantham,
13 High Street, Great Gonerby,
Grantham,
15 High Street, Great Gonerby,
Grantham,
22 High Street, Great Gonerby,
Grantham,
23 High Street, Great Gonerby,
Grantham,
High Step House, 25 High Street, Great
Gonerby, Grantham,
29 High Street, Great Gonerby,
Grantham,
41 High Street, Great Gonerby,
Grantham,

68 Westgate, Grantham,
69 Westgate, Grantham,
70 Westgate, Grantham,
71 Westgate, Grantham,
72 Westgate, Grantham,
73 Westgate, Grantham,
74 Westgate, Grantham,
75 Westgate, Grantham,
76 Westgate, Grantham,
79 Westgate, Grantham,
95A Westgate

LONG STREET

22 Long Street, Great Gonerby,
Grantham,
24 Long Street, Great Gonerby,
Grantham,
26 Long Street, Great Gonerby,
Grantham,
28 Long Street, Great Gonerby,
Grantham,
32 Long Street, Great Gonerby,
Grantham,
34 Long Street, Great Gonerby,
Grantham,
52 Long Street, Great Gonerby,
Grantham,
Hollyhock Cottage, 53 Long Street,
Great Gonerby, Grantham,
54 Long Street, Great Gonerby,
Grantham,
57 Long Street, Great Gonerby,
Grantham,

Rear of 1A Market Place
91 and 92 Westgate
Buildings to the rear of 87 Westgate
98-99 Westgate, Grantham,

WHARF ROAD

Nags Head, 1 Wharf Road, Grantham,
2 Wharf Road, Grantham,
3 Wharf Road, Grantham,
16 Wharf Road, Grantham,
17 Wharf Road, Grantham,

18 Wharf Road, Grantham,
19 Wharf Road, Grantham,
20 Wharf Road, Grantham,
22 Wharf Road, Grantham,
29 Wharf Road, Grantham,
30 Wharf Road, Grantham,
32 Wharf Road, Grantham,
Grantham Baptist Church,
Wharf Road, Grantham,
Jewson Ltd, Wharf Road, Grantham,

58 Long Street, Great Gonerby,
Grantham,
60 Long Street, Great Gonerby,
Grantham,
61 Long Street, Great Gonerby,
Grantham,
62 Long Street, Great Gonerby,
Grantham,
64 Long Street, Great Gonerby,
Grantham,
Belmont Cottage, 71 Long Street, Great
Gonerby, Grantham,
73 Long Street, Great Gonerby,
Grantham,
80 Long Street, Great Gonerby,
Grantham,

POND STREET

4 Pond Street, Great Gonerby,
Grantham,
6 Pond Street, Great Gonerby,

Grantham,
8 Pond Street, Great Gonerby,
Grantham,
10 Pond Street, Great Gonerby,
Grantham,
12 Pond Street, Great Gonerby,
Grantham,
14 Pond Street, Great Gonerby,
Grantham,
29 Pond Street, Great Gonerby,
Grantham,
31 Pond Street, Great Gonerby,
Grantham,
35 Pond Street, Great Gonerby,
Grantham,
41 Pond Street, Great Gonerby,
Grantham,
43 Pond Street, Great Gonerby,
Grantham,

MANTHORPE

HIGH ROAD

Manthorpe Grange, High Road,
Manthorpe, Grantham,

LOW ROAD

The Steps, 19 Low Road, Manthorpe,
Grantham,
20 Low Road, Manthorpe, Grantham,
21 Low Road, Manthorpe, Grantham,

22 Low Road, Manthorpe, Grantham,
23 Low Road, Manthorpe, Grantham,
24 Low Road, Manthorpe, Grantham,
27 Low Road, Manthorpe, Grantham,
Appletree Cottage, 28 Low Road,
Manthorpe, Grantham,

Jasmine Cottage, 29 Low Road,
Manthorpe, Grantham,
Honeysuckle Cottage, 30 Low Road,
Manthorpe, Grantham,
Woodbine Cottage, 35 Low Road,
Manthorpe, Grantham,

36 Low Road, Manthorpe, Grantham,
Buttercup Barn, Low Road, Manthorpe,
Grantham,

APPENDIX D: CHECKLIST FOR ASSESSING THE IMPACT OF DEVELOPMENT ON TOWNSCAPE

The following should be used as a checklist for assessing planning applications. Please note, this list is not exhaustive and applicants are advised to consider the Council's detailed policies on what is required for a planning application and follow the advice of CABE and English Heritage (where appropriate) to ascertain the level of information required for any given site.

Appraising the Character of the Site and its Setting.

- Important buildings, structures, boundaries, vegetation on site (including condition)
- Key contours/changes of level
- Privacy/overlooking considerations
- Existing and potential access point(s)
- Setting
- Height, materials, age/style, uses of adjacent buildings
- Note all views to the site and possible views across site to landmarks
- Boundary materials, heights and building set backs

1. Determine the 'role' of the development related to its context

- Should it maintain street continuity and enclosure?
- Should it terminate a view?
- Is it a corner site?
- Does it define an edge?
- Is it a landmark, or does it have skyline interest/impact?
- Should the building design defer, maintain diversity, or contrast with the existing streetscape?
- Should it have mixed or single use?

2. Establish design response to context

- To what extent should existing buildings and structures be retained/re-used?
- Appropriate range of density/compactness
- Critical heights related to skyline
- Hierarchy of spaces and places, access and movement
- Building footprint (blocks, pavilions, terraces)
- Orientation and shelter
- Biodiversity and habitat
- Frontages, boundaries and building lines
- Entrances and active frontages
- Elevational articulation/modelling, scale/proportion
- Clear separation of public and private space
- Landscape, surfaces and the design of spaces between buildings
- Materials/colours and detailing
- Street furniture

APPENDIX E: BASELINE PLANS CANAL BASIN

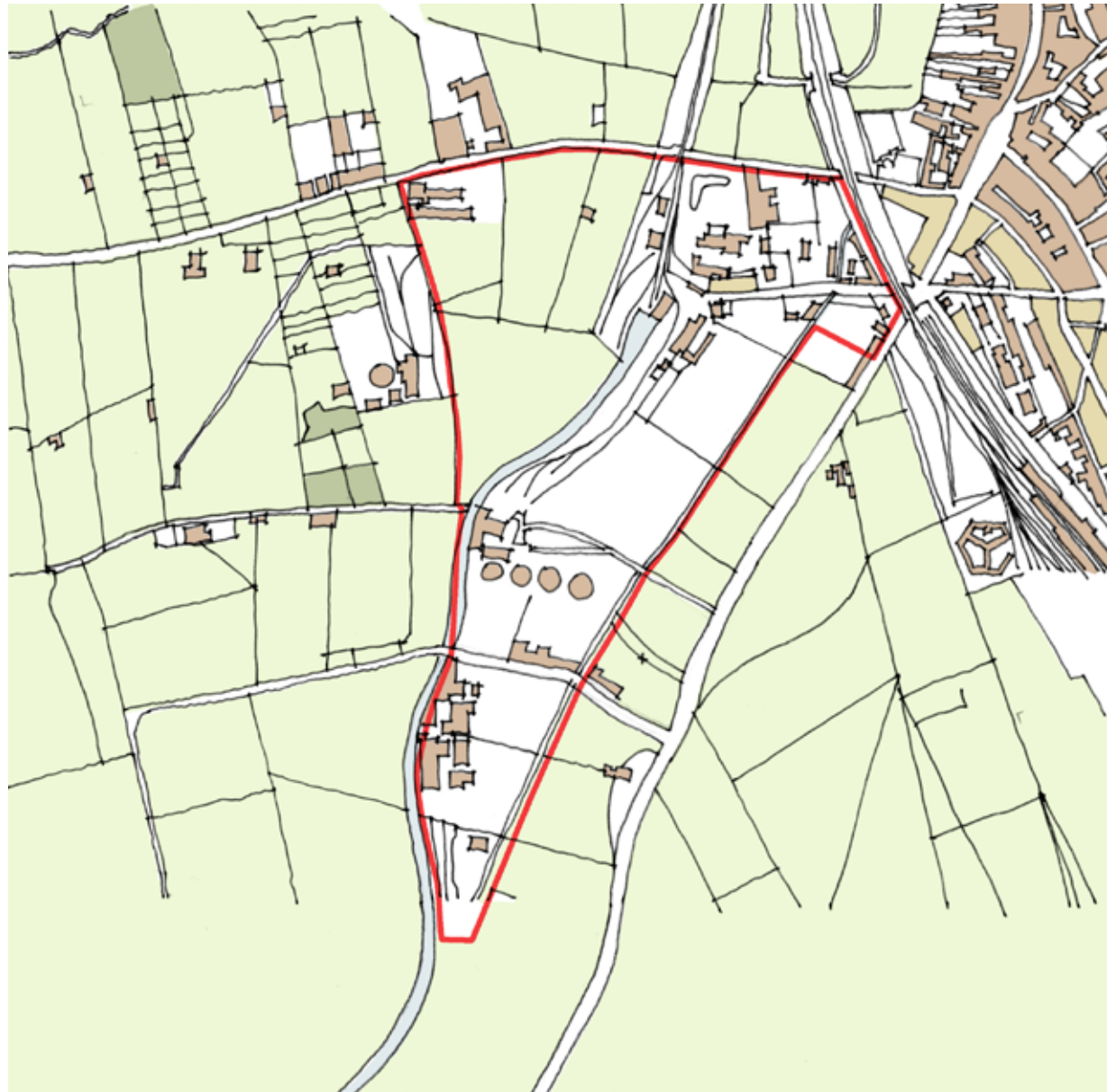


Figure E.01; HISTORIC
Historic arrangement (based on the first edition
Ordnance Survey - 1888)

The extent of the canal basin site is outlined in red

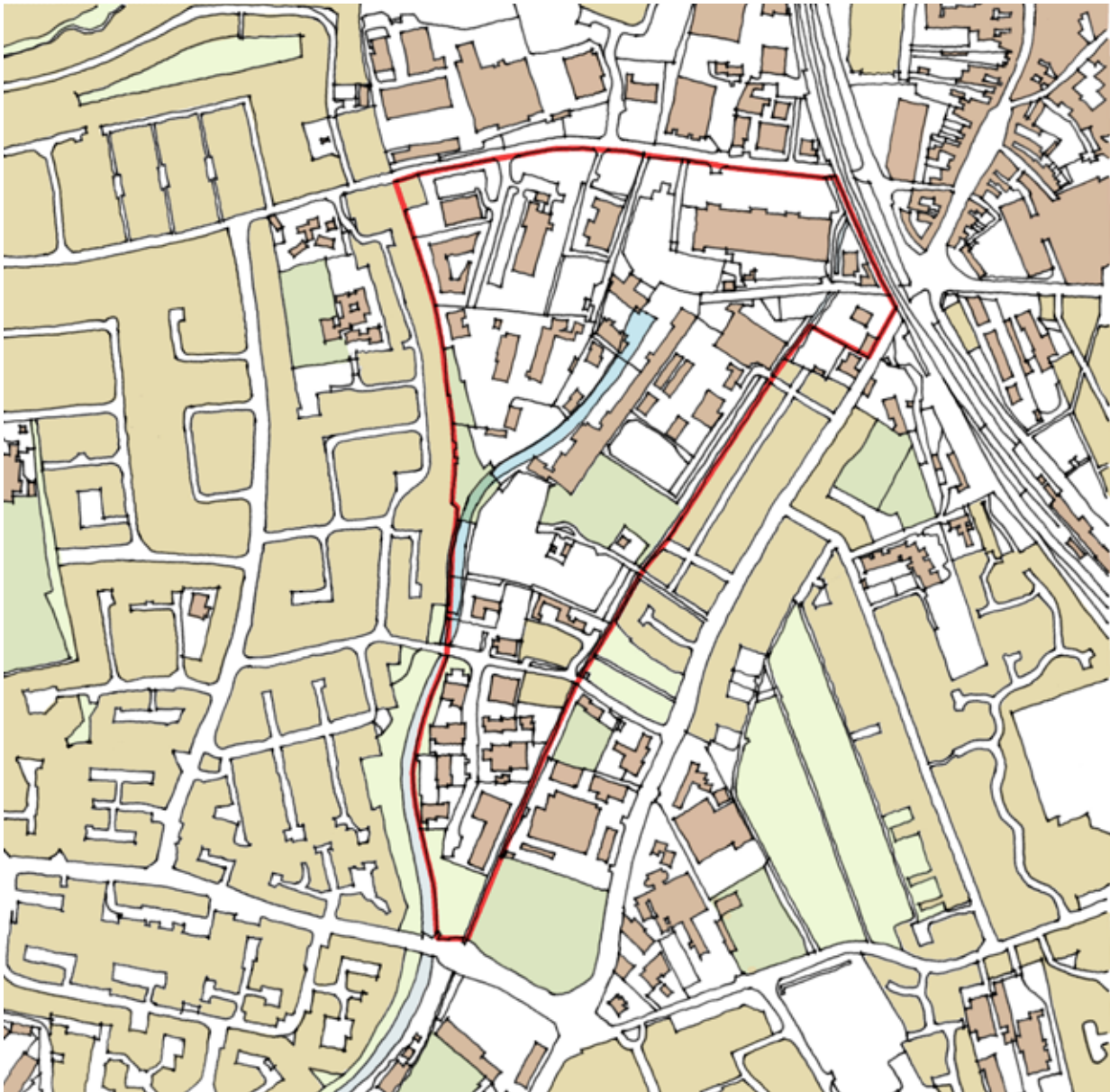


Figure E.02;
PRESENT

Present day site plan (2011) showing original extent of the canal (now partially filled)

Key

Red line – extent of canal basin site
Blue – proposed extent of canal



1:5000 @ A3

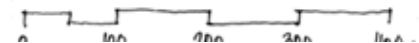




Figure E.03;
LANDFORM

Plan shows contours across the site

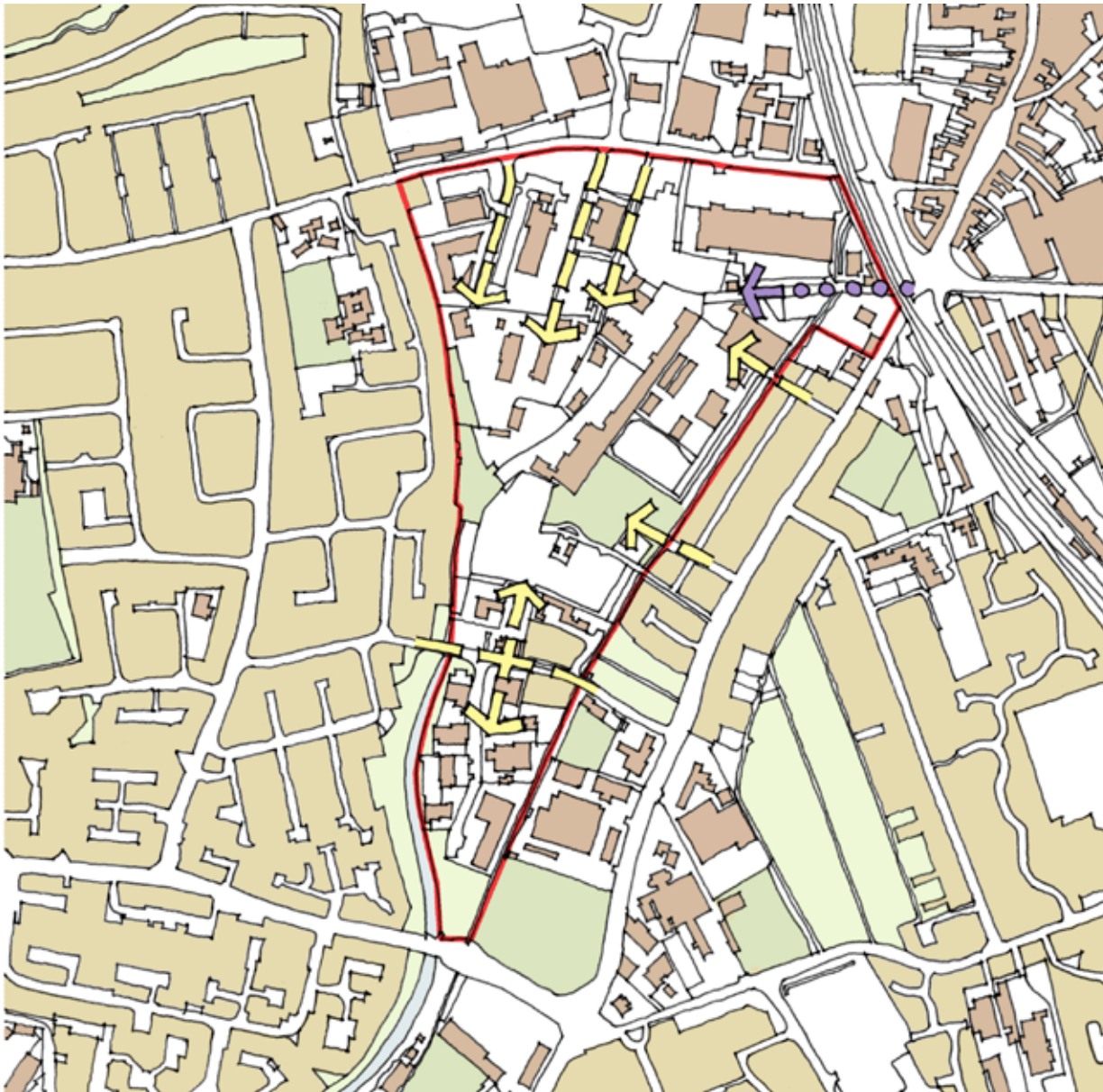


Figure E.04
ACCESS

Plan shows existing access arrangements onto the site

Purple dotted arrow – principal access onto the site

Yellow dashed arrow – other access points onto the site at present

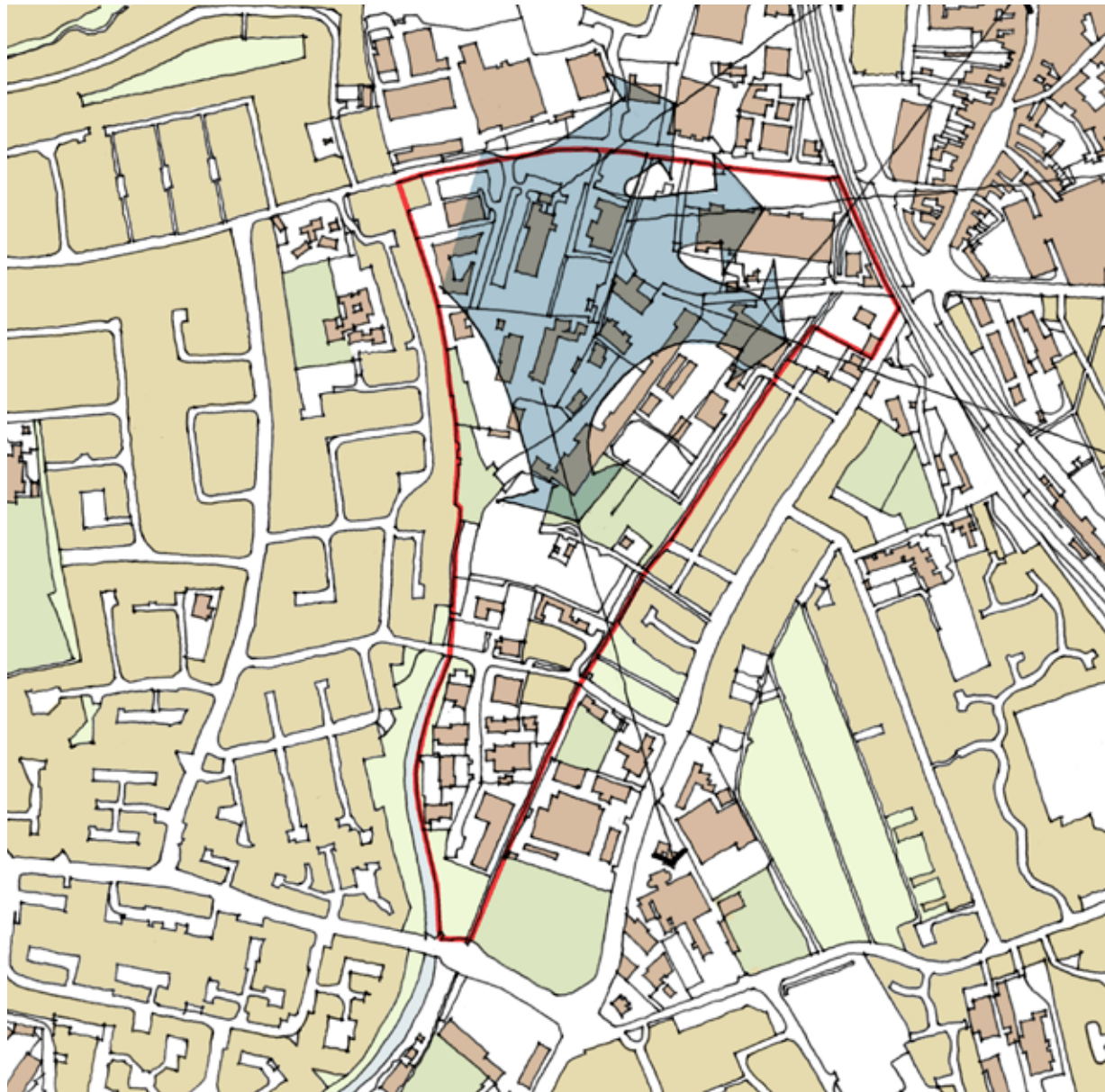


Figure E.05
VIEWS

Views and areas to maximize views from on the site

- Blue coloured arrows – general opportunities for open views out of the site
- Black arrows – views to specific objects or landscape features

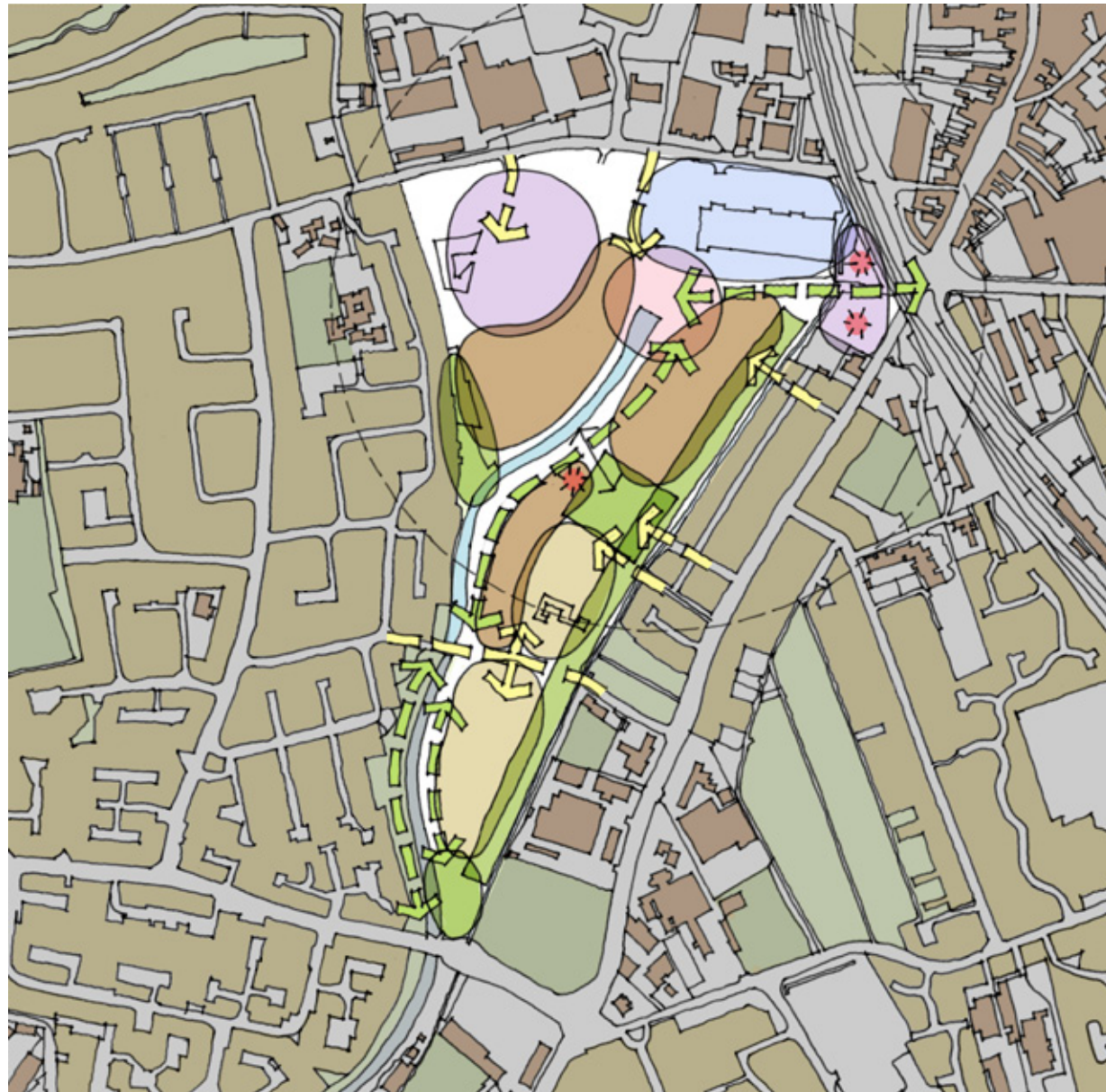


Figure E.06
CHARACTER AREAS

Potential character areas within the site and possible pedestrian and vehicular access and flows across the site

- Red stars: landmarks
- Green areas: green open space
- Purple: nodal/mixed use areas
- Light blue: existing large scale retail
- Dark brown: Higher density residential (some mixed use ground floor)
- Light brown blobs: lower density residential and possible employment
- Yellow arrows: Vehicular access
- Green arrows: Pedestrian/bike paths/routes/links



1:5000 @ A3

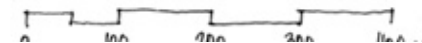
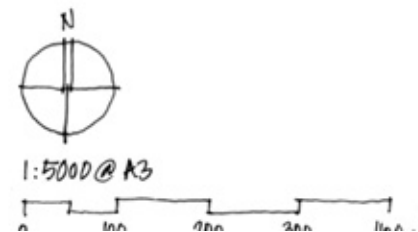




Figure E.07
SUGGESTED STRUCTURE AND LAYOUT

Potential structure and layout of development as a series of streets and blocks and their relationship to the canal and open space

- Dark orange: built form
- Light pink: enclosed private space
- Blue/grey: reinstated canal
- Green: public open spaces



APPENDIX F: DESCRIPTIONS OF TOWNSCAPE TYPES

Appendix F: Descriptions of Townscape Types (and methodology of assessment)

SUMMARY METHOD STATEMENT

The Grantham Townscape Assessment provides an analysis of the present-day townscape to identify areas that share similar characteristics. The assessment was a combination of fieldworks and desk-based study. The latter consisted of three principal tasks:

- An historical appraisal of the urban areas:
- Mapping of Townscape Character Types (TCT) using the four editions of historic Ordnance Survey mapping obtained from Lincolnshire County Council and South Kesteven District Council
- An assessment of the character of the townscape and identification of Townscape Character Areas (TCA)

Rapid Historical Appraisal

A short background to the study area has been produced to set out the topographical setting of the area and to briefly describe the evolution of the urban areas. This section is not intended to be a definitive history for Grantham but aims to identify and understand the origins and key phases and drivers of the development and expansion of the town.

The principal sources for this section were:

- The Extensive Urban Survey
- Victoria County History
- Historic map sources

- Local history publications and reports

Mapping of Townscape Character Types

Within urban and semi-rural areas there will be groups of buildings or areas that will share similar qualities through factors such as their form, date of development, materials or use. In total, a possible 12 Townscape Character Types (TCT) were identified and mapped across the study area.

Modern OS Mastermap provided the base-line mapping and compared against the four epochs of historic OS 6" (1:10560) mapping dating from 1870 to c.1940 to identify areas of development in accordance with the TCTs. The TCTs were then mapped in GIS. Generally the scale of data capture was in the region of 1:2500 – 1:3000. To enable the production of an illustration of the various phases of development, each TCT was also assigned a phase code ranging from Medieval to present day.

To assist in the identification of TCTs aerial photographs on Google and Google Street View were used to assist and support fieldwork undertaken during the period of July through to September 2010. It should be noted that this was not a building-by-building assessment but an attempt to capture the broad character of the built environment across the urban area. Therefore, there will invariably be buildings of an earlier or later date in some TCTs where the majority of buildings fall into the TCT classification.

The 12 TCTs identified and their characteristics are as follows:

TCT01 Medieval Urban Settlement

This area represents the planned medieval urban area of a town.

Grantham underwent a significant phase of urban development in the late 12th or early 13th century which is evident in the form of planned burgage plots – typically long, narrow plots stretching away from a market place which may have been located in a widened street. Burgage plots were usually set out with the same width but could be sub-divided or amalgamated, even from the foundation of the town, to create plots of differing widths. In some cases the original plot widths can still be discernable in the street frontage.

Areas of Medieval Urban Settlement typically have continuous street frontages with buildings set to the back of the pavement. Access to the rear of the plots is via carriage arches or narrow passages and/or by a back lane which runs along the rear boundary of the burgage plots. Buildings will combine commercial, office and residential uses and will typically be of two or three storeys. In Grantham, brick virtually replaced stone in the 18th century and many timber-framed buildings which formerly overlooked the main thoroughfares and the market place were either replaced or re-faced (sometimes referred to as refronting) with architecturally 'polite' facades. Typical for the TCT 01 type Grantham contains a high density of listed and historic buildings and is designated as a conservation area.

Historically, the back land areas of the burgage plots provided space for workshops and gardens. These outbuildings sometimes survive and can form an important part of the character of the townscape

(public houses are good examples of where earlier outbuildings such as stables and small barns still survive). The fate of such back land areas varies from retaining a high sense of intactness, enclosure and tranquillity through the survival of the plot boundaries (often high brick walls creating a series of walled gardens) to their complete loss through the construction of car parks, larger retail units or modern housing developments.

TCT02 Rural Settlement

Within the urban areas which developed from a medieval urban core and those settlements which are largely 20th century conurbations there are likely to be small, once rural, settlements that have been either subsumed within the suburbs of the town or have greatly expanded from their original often small core. We see this at Great Gonerby and to a lesser extent Barrowby but not to Manthorpe which has retained much of its integrity as an historic village.

The rural character of these settlements may have survived this process and will stand in contrast to the housing estates that surround them due to the age of the buildings together with historic boundary features such as walls and railings and the mix of building materials which could include timber-framing, brick, stone, tile and slate, and uses – public houses, churches and chapels, historic school buildings and shops, mean that these areas have developed into service areas (albeit sometimes small) for the surrounding estates. These small rural settlements may represent villages, hamlets or isolated farmsteads.

Property plots within this townscape type will typically be irregular in size and form and the road pattern will often mark these areas as having earlier origins, even where most of the historic buildings have been replaced, with relatively narrow, twisting roads and angled junctions that contrast to the highway conscious junctions of the planned estates. This is very much the case for Great Gonerby and Barrowby.

There is generally a concentration of listed buildings within this townscape type and possibly a designated conservation area.

TCT03 Post Medieval development 1600 – 1819

Grantham's expansion in this period, common with many other market towns was limited with the main expansion taking place in the 19th century. Where there was expansion beyond the urban area it was typically for high status residential use – either large houses (Belton House – to the edge of the study area) set in landscaped grounds or semi-detached or terraced groups of Georgian houses (North Parade, Grantham).

The historic affluence of these areas will often still be evident in the present character of the area; where the buildings survive they will be good quality houses, often listed and within a conservation area. Where there are larger houses set in landscaped grounds there may be features such as boundary walls, gate piers and lodges. Such areas are often also characterised and complemented by the presence of mature trees. It is possible that even where the principal house has been lost, converted and/or heavily altered or extended, the survival

of these other features may be sufficient to define the townscape type or influence the definition of a character sub-area.

TCT04 1820 - 1870

The period from 1820 in Grantham saw only a very limited increase in suburban expansion. The beginning of the period in the larger houses represents a transition from the Georgian to Regency style. This is represented as semi-detached and detached villas and houses of substantial form usually set in their own grounds (though to varying degrees). This is seen to CA04 and to a lesser extent CA08a.

Typically houses of this period are of two or three storeys (sometimes with basements or semi-basements) and are predominantly of brick which may be stone. Roofs are usually natural slate although some have been replaced with modern roof systems.

Development of this period often occurred alongside existing routes into the urban area. Streets laid out at this period tend to be wide, straight or slightly curved with the occasional more formal crescent found. Street trees are often found to survive in these townscape types.

TCT05 1850 – 1904

From 1850 there was an increase in suburban housing for both middle class and working class families. This peaked around the 1870-1890 period. This period saw several Acts of Parliament aimed at improving housing and environmental conditions for the working classes and brought in

features such as minimum widths for new streets, access to a small private yard/garden, pavements and sewers. Local councils were given powers to remove slums and replace them with 'by-law houses'. The term often encompasses the many examples of modest terraced housing seen in the urban extensions to Grantham.

The predominant building material was brick but social differentiation could be made by the provision of small front gardens with boundary walls and tiled paths and porches, bay windows, decorative terracotta detailing or stone lintels, sometimes decorated, above door and window openings. A hierarchy of house types (to reflect the status of the owner), defined by the use of bays, size of windows, and combinations of additional features can often be discerned in larger estates (please also refer to Figure 8.3.26).

Houses within this townscape type were typically terraced but could also include semi-detached and detached houses but all were generally closely spaced producing high densities and giving a high sense of enclosure to the street. Property plots can range from small back-yards to relatively large gardens but are characterised by their longer depth compared to width – sometimes very long narrow garden spaces. Blocks of rear gardens may be defined by brick walls and rear access may be possible along narrow paths or back lanes. These back lanes are often further defined by later garage or workshop type single storey buildings accessed directly from the lane.

Larger areas of this type of housing will typically consist of a regular grid of streets with few if any open space but often associated with a church or chapel (CA03) built to serve the new houses. They

may be close to older industrial areas (CA16) particularly railway stations/goods yards, breweries, maltings or older factories/tanneries.

In addition to the terraces and semi-detached houses, there was also the emergence of the larger detached or semi-detached villa. This townscape type is a sub-section of TCT05 and reflects the better quality, larger houses of the upper middle classes. Their larger houses will typically have considerable architectural ornamentation including decorative pierced barge boards and decorative ridge tiles and finials. This period may also include examples of larger houses in a Domestic Revival style derived from the Arts and Crafts movement. Brick is the predominant material; mostly red brick but with the use of pale cream/buff bricks for dressings. Larger houses of the later part of the period may have roughcast render or pebbledash. Mock timber-framing and tile hanging were also popular wall finishes in this period of building.

Houses are usually located in more generous plots, often set well back from the street frontage. Brick walls and piers will typically front the street and the houses will often be accompanied by ancillary buildings such as coach houses and stables which may be accessed from a mews to the rear. Typical examples in Grantham is housing to CA02d (Welby Gardens) and CA10d (Barrowby Road)

Industrial buildings in urban areas tend to be restricted to a relatively small number of building types such as mills, breweries and tanneries serving the local area until the 19th century. Most industrial buildings of the 19th century are of medium scale (rarely more than three storeys). The development of the canal in the town (although earlier than this TCT period) and the coming of the railway to

Grantham made it possible for some industries to flourish and serve a wider area and so larger buildings were provided. The larger historic industrial complexes and warehouses were typically sited close to the railway line, often on the opposite side of the line from the historic core, and were occasionally accompanied by terraced housing for the workers.

Examples where a group of historic industrial buildings survive relatively intact retaining their setting and context are relatively rare and have high significance. Some will be listed. It is more common to find single buildings standing within much altered settings. These buildings will often be considered to be of local interest (these are highlighted on the townscape maps to each of the character areas).

TCT 07 1905 - 1930

This period is largely characterised by the '1930s semi-' and the development of the bungalow as a building type representing a major period of urban expansion to many towns, including Grantham, although stylistically the terraced house of the previous period continued into the 1920s.

Brick and render with pebbledash as an alternative are the predominant materials (often seen together with brick to the ground floor and render/pebbledash above) with clay tile or concrete tile roofs and selective tile hanging to gables and bays (sometimes decorative).

Other than the terraced housing reflecting the earlier period, houses of TCT 07 tend to be set in good sized gardens with garden to both front

and rear. Front boundaries are often low walls or hedges or shrubs, although these have often been removed to create parking areas to front gardens. Streets are relatively wide, the width emphasised by grass verges and the houses being set back from the frontage. Street trees can give a feeling of space and quality. Streets can be straight or gently curving. This period saw the beginnings of the use of the cul-de-sac. Planned estates of the period often have communal areas of green open space of varying sizes and the cranking of houses to principal corners of the estates either provide larger gardens for these houses or a small triangular area of open space to corners. Large sections of CA07 are typical of this townscape type.

TCT08-12 1931 to present

Please note that this townscape type was subdivided into a series of distinctive periods within the Grantham study area, but for the purposes of description these have been combined.

The inter-war period to the end of World War II has seen a range of distinctive housing estate styles ranging from relatively spacious estates with communal open spaces of the 1950s to high density housing estates of the 1980s and 90s with intricate, twisting networks of feeder roads giving access to cul-de-sacs. Generally, estate layout becomes more intricate and contrived the later the period of development. There is often a sense of attempting to create an organic plan using standard house types and minimum planning requirements for distance between habitable windows. These areas are often characterised by long stretches of dead frontage with rear gardens enclosed by fencing or walls

often fronting main access routes (parts of CA07c have examples of this type of development). Whilst there is often distinction between the periods, there are little or no locally distinctive architectural styles although there have been attempts in places to mimic or reproduce local material detailing, finishes and building types.

Within this period the bungalow is a common house type and is often seen interspersed with two storey houses. This suburban form which began in the 1930s and extended into the 1970s is rarely architecturally distinguished and there is often little stylistically to differentiate them by date. In addition, the prefabricated bungalow and house is also a common house type from the inter-war and immediate post-war period. All of the prefabricated houses in Grantham have been substantially rebuilt although their form and layout pattern is still apparent to some parts of the study area.

Brick, render, pebbledash and tile hanging (green or brown) to upper storeys (sometimes replaced with modern uPVC weatherboarding) are characteristic walling materials.

The specific zoning of industrial areas was a feature of planning policy from the 1950s. Industrial estates from this period onwards tend to rely more on road transport than rail and are often sited close to the edge of the suburban area close to principal routes through and past the town. Buildings are large scale, sometimes very large, and are usually up to the equivalent of a two storey domestic building to eaves height. Buildings are typically accessed from a grid of streets, usually with a single principal entrance into the estate. Profiled metal sheet is the predominant walling material over steel portal frames but brick is also widely used for

plinths and gable walls. The profiled metal is often taken up over the eaves to form the roof material, otherwise asbestos or cement sheets are used for the roof. Industrial estates have little in the way of landscaping. Often large expanses of open space between buildings form their setting and provide working yards, storage and parking.

APPENDIX G: NAMES OF CHARACTER AREAS & SUB-AREAS (WHERE PRESENT)

CA01: Grantham town centre/historic core

- CA01a: St Wulfram's church precinct and environs
- CA01b: High Street, Westgate and Market Place
- CA01c: St Peter's Hill environs
- CA01d: Priory Gardens and Union Street

CA02: Early Northern Suburbs

- CA02a: North Parade
- CA02b: Brook St environs (incl. Gladstone Terr., Sidney, New, Redcross and Alford St)
- CA02c: Welby Gardens
- CA02d: Green Hill Road environs

CA03: Victorian & Edwardian Southern expansion of the town

- CA03a: Harrowby Road and cemetery environs
- CA03b: Avenue Road and College Street environs
- CA03c: Dudley Road (south) and Dysart Park environs
- CA03d: Station and St John's environs
- CA03e: Harlaxton Road and Huntingtower Road (north)
- CA03f: Victoria Street, Stamford Street and Springfield Road

CA04: Riverside and Stonebridge

- CA04a: Stonebridge Road environs
- CA04b: Riverside environs (including Wyndham Park)

CA05: Canal Basin & Maltings

- CA05a: Dysart Road and Old Wharf Road environs
- CA05b: Earlesfield Lane environs and Grantham Canal
- CA05c: Grantham Maltings

CA06: Northern post-war residential suburbs

- CA06a: Manthorpe Road
- CA06b: Grantham Hospital
- CA06c: Manthorpe residential suburbs
- CA06d: Gonerby Hill Foot residential suburbs

CA07: Residential Suburbs (north-east); Londonthorpe Lane, Harrowby Estate and Cherry Orchard

- CA07a: Belton Lane and Harrowby Lane (West)
- CA07b: Harrowby Estate
- CA07c: Londonthorpe Lane and Harrowby Lane (east)

CA08: Residential Suburbs (south-east); St Vincent and Somerby Hill

- CA08a: Cold Harbour Lane and St Vincent
- CA08b: The David Eatch Estate
- CA08c: South of Somerby Hill

CA09: Residential Suburbs (south-west) Springfield Rd and Harlaxton Road

- CA09a: Huntingtower Road (southern end)
- CA09b: Hudson Way Environs
- CA09c: Walton Gardens
- CA09d: Harris Way
- CA09e: Denton Avenue and Kitty Briggs Lane

CA10: Residential suburbs (west) Earlesfield and Green Hill

- CA10a: Goodliff Road and Dysart Road
- CA10b: Sports stadium and Meres Leisure Centre
- CA10c: Winchester Road and Barrowby Gate
- CA10d: Barrowby Road
- CA10e: Pennine Way, Balmoral Drive and Lindisfarne Way
- CA10f: Shaw Road

CA11: Barrowby village and environs

- CA11a: Barrowby village core
- CA11b: Barrowby urban extensions

CA12: Great Gonerby Village and Environs

- CA12a: Historic village core
- CA12b: Great Gonerby post-war urban expansion

CA13: Manthorpe Village

(no sub-areas)

CA14: Prince William of Gloucester Barracks, Somerby Hill

(no sub-areas)

CA15: Beacon Lane Environs

(no sub-areas)

CA16: Grantham Industrial estates and sites (various sites)

- CA16a: Alma Park Industrial Estate
- CA16b: Moy Park factory and offices and out of town retail units
- CA16c: Venture Way
- CA16d: Ellesmere Business Park
- CA16e: Spring Gardens environs and retail park to the west of South Parade
- CA16f: Wordsworth Holdings
- CA16g: Tollemache Road (North) and Tollemach Road (South) Spittlegate Level

CA17: Landscape Fringes (various locations)

- CA17a: Area to the west of Manthorpe and south of Belton Lane
- CA17b: Northwest Quadrant (Poplar Farm, Boundary Farm and Rectory Farm)
- CA17c: Land east of Barrowby (including the A1 transport corridor)

CA17d: Land to the north and south of Gorse Lane
CA17e: Southern Quadrant (Land to east of B1174
and south of Somerby Hill)
CA17f: Hall's Hill, Harrowby