



# LINCOLNSHIRE EXTENSIVE URBAN SURVEY

Boston  
2019



## The Project

The primary objective of the Extensive Urban Survey is to create a record of the development and historic character of Lincolnshire's towns. It is anticipated that the survey will be of use and interest within the planning system and to the public, particularly those living within or visiting the towns. It should be noted that although every effort has been made to be thorough, the reports are not completely comprehensive and should not be expected to cover all that is known about a town.

The project consists of a written report, detailing the archaeological and historical background and development of the town. The character of the town will also be discussed within the report within specific Historical Urban Character Area (HUCA) assessments, which indicate the heritage value of each area based upon the four interests identified within Historic England's 2008 Conservation Principles: Evidential, Historical, Aesthetic and Communal, these are also compared to values seen in the NPPF.

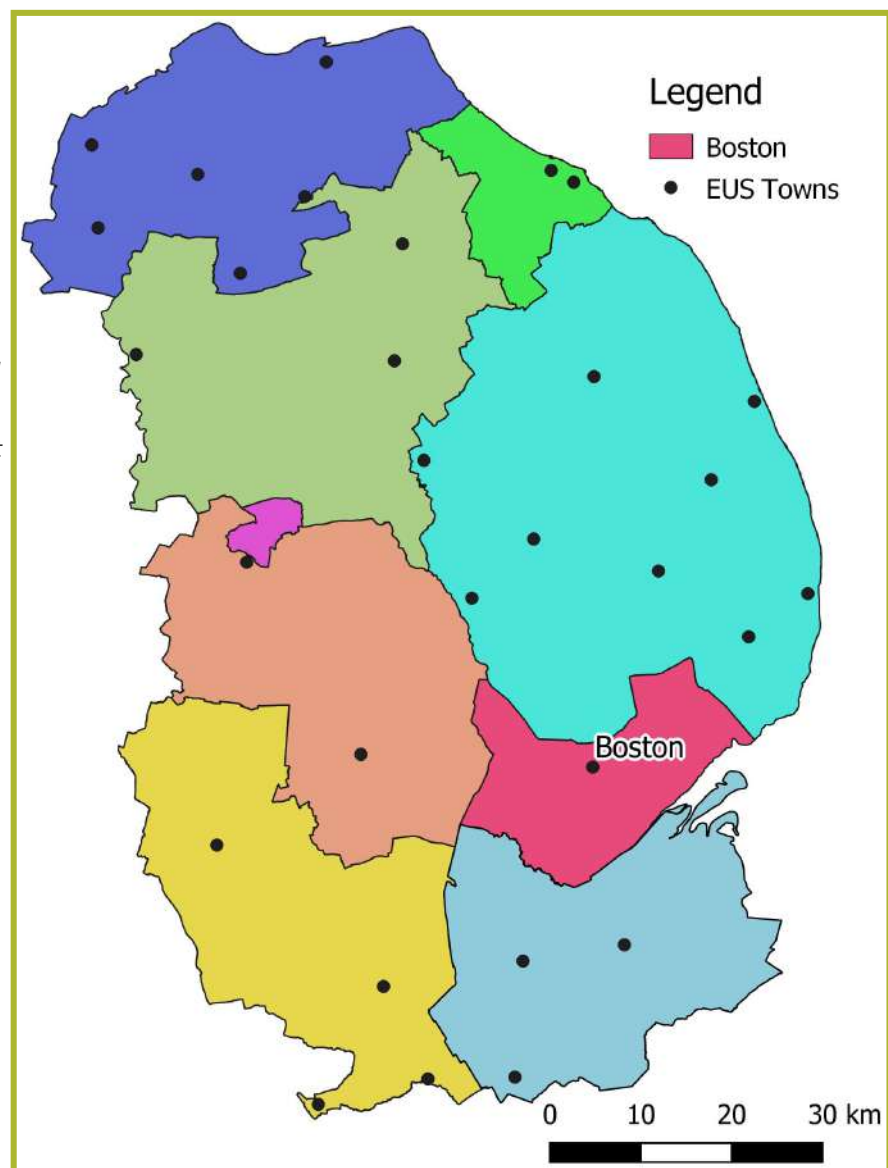
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey, as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record (HER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF19 p189).

## Location

Boston is located in the district of Boston, in the south east of Lincolnshire, the town is divided by the River Witham, the A52 and the A16. The survey area is based upon the South East Lincolnshire Local Plan 2011-2036 settlement boundary, which was formally adopted in March 2019.

Boston is located within 'The Fens' in Natural England's National Character Areas (NaturalEngland, 2015). *The area is notable for its... large, low-lying, flat landscape with many drainage ditches, dykes and rivers that slowly drain towards the Wash, England's largest tidal estuary... Much of the land is below sea level, relying on pumped drainage and the control of sluices at high and low tides to maintain its agricultural viability... All rivers now have artificial canalised courses that run straight for long distances and are bounded by high banks to contain the watercourse from the lower adjacent fields.*

Boston is within the Historic Landscape Character Zone WSH6- 'Townlands within the Wash Character Area', which describes it as being largely agricultural in character, The settlements pattern is distinct with a string of nucleated villages...tree cover is sparse. Historically the zone in the prehistoric and roman periods was coastal during the early medieval period allowed increased settlement... Population expansion in the 12<sup>th</sup> and 13<sup>th</sup> centuries at the same time as reclamation of saltmarsh and freshwater fen. In the later medieval period many towns had markets and fairs licensed by the Crown. Burgage tenements were also laid out in port centres such as Boston... Drainage was a preoccupation of all communities... Throughout the post medieval period fields were amalgamated and re-enclosed... During the second half of the 20th century, the zone has experienced considerable field boundary loss, resulting in an increased enclosure size that has dissipated the earlier field morphologies. Economic trends, climatic changes and ever more ambitious drainage engineering works since the late Anglo-Saxon period are visible within the fabric of the historic landscape.



# 1 HISTORICAL AND ARCHAEOLOGICAL

## BACKGROUND

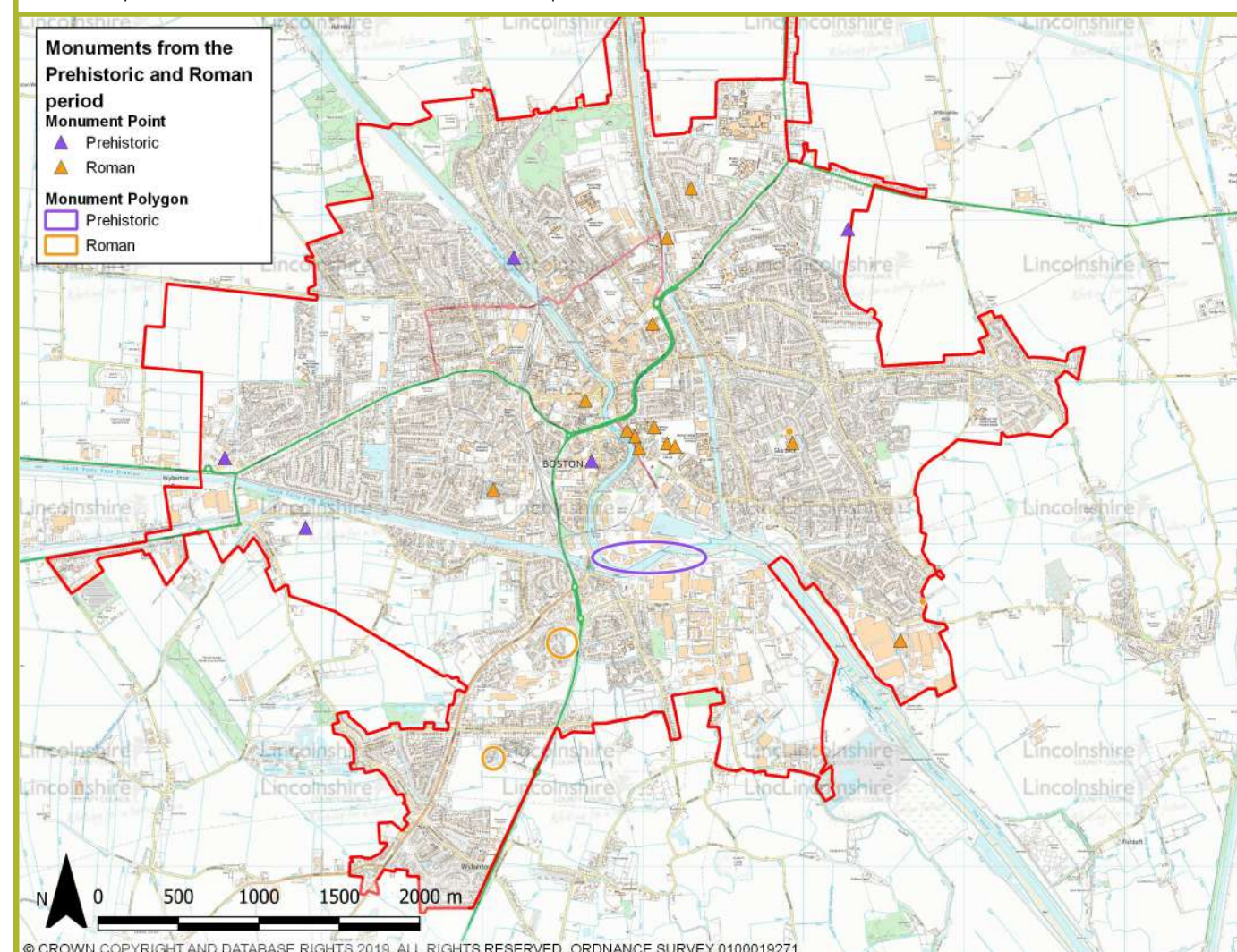
### 1.1 PREHISTORIC

Boston in the prehistoric period was one of many low lying islands in south Lincolnshire, surrounded by marsh and fens. Prehistoric activity is extant within Boston, however, our understanding of this period is limited and the record is dispersed across the study area. As a result, it is currently thought unlikely that Boston was settled in this period. Prehistoric finds comprise lithics (tools) including two flint flakes (HER: MLI88182, MLI80978), a greenstone axe (HER: MLI12674) and a Bronze Age looped pal-stave (HER: MLI12667).

Radiocarbon dates taken from deposits in the River Witham have demonstrated that the prehistoric ground surface lies at 8m below the current surface (HER: MLI98311). This is below the level that most development led excavations will reach, consequently, possible archaeological deposits, aside from isolated finds, may remain undiscovered.

### 1.2 ROMAN

There are 19 monument records for the Roman period within the study area, and the majority of these relate to scattered pottery sherds and coins. One monument (HER: MLI88847) located in Skirbeck Quarter relates to a probable 2<sup>nd</sup>-3<sup>rd</sup> century Roman settlement site, this site had large boundary ditches as well as remains of spelt and wheat which were being grown and processed in the vicinity. Another 2<sup>nd</sup>-3<sup>rd</sup> century site (HER: MLI12648) has been recorded to the east of Boston, this site included pottery assemblages and amphorae. The dispersed nature of the remains from this period are not enough to conclusively confirm a permanent Roman settlement, however seasonal occupation is probable. Suggested potential sites for settlement that have been identified are in the vicinity of Hussey tower and the grammar school, and Skirbeck, although these are yet to be explored. The archaeological record for both the prehistoric and the Roman period is scarce, this may be due to the depth of archaeological remains which are the result of frequent marine inundations in later periods. Additionally, local environmental conditions may have also made this area less attractive for permanent settlement.



### 1.3 EARLY MEDIEVAL AND ANGLO-SAXON

The early-medieval period in Boston is also not well recorded archaeologically, however there are documentary sources for this period which offer greater understanding. Skirbeck is more likely to have been an established settlement first and it is thought that Boston was established within lands belonging to Skirbeck at a slightly later date. Archaeological evidence and place-name evidence suggest that Skirbeck (meaning bright stream) places the naming (and origin) of the settlement in the 9<sup>th</sup> century.

Skirbeck is listed in the Domesday Book which demonstrates that it belonged to two people; Eudo, son of Spirewick (who owned land for one plough team with 8 villagers) and Count Alan, who owned many estates around the country. Count Alan was recorded in the Domesday Book as possessing a large settlement with 13 villagers, 19 freemen and 2 priests. The entry also records a total of 11 carucates (a land measure relative to approximately 120 acres), 6 bovates (there are 8 bovates in a carucate), 40 acres of meadow, 2 fisheries and 2 churches. It is believed that the two churches relate to St Nicholas' Church in Skirbeck and St Botolph's Church. Thus it is likely that there was an established settlement in Boston towards the end of the early-medieval period where the present town is located.

The HER holds 5 monument records for this period, which relate to scattered finds and settlement remains. These include two grubenhauser (sunken-floored buildings) at St Nicholas' School in Skirbeck (HER: MLI13351), which date to the 8<sup>th</sup> century. The presence of cereal grains, animal bones and pottery suggest that this site was used for domestic purposes. Further evidence for occupation (HER: MLI13356) is recorded to the east of the town, where the presence of domestic waste indicates a probable short lived settlement during the late 9<sup>th</sup> and early 10<sup>th</sup> century. Scattered remains recorded around Boston include: a Viking bridle mount (HER: MLI99654), a copper alloy harness (HER: MLI101009) and a sherd of 9<sup>th</sup> century pottery (HER: MLI89045).

### 1.4 MEDIEVAL

Boston became a very successful market town and port in the medieval period, and it was at this point that much of central Boston's street pattern, and growth took place. The town did not expand at the same rate again until the 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> centuries.

#### 1.4.1 STREET PLAN AND DEVELOPMENT

Boston in the medieval period was divided into fees (land held in return for services, usually military). The land to the east of the river was within the Richmond Fee, the land to the west was divided between Tattershall Fee and Creoun Fee. The jurisdiction within these fees would have had control over development and growth within their fee, as a result these landowners were responsible for the early development of Boston.

The main roads on the east of the river (South Street and Market Place) are likely to have formed organically and run parallel to the meandering course of the River Witham. The property boundaries which extend to the east and west of the main road and market, undoubtedly date to the medieval period. These long, thin properties are called burgage plots and were probably laid out intentionally around the same time as when the market began to flourish. Burgage plots were so shaped to maximise the number of shops or residences which could be fit into one street, thus maximising rental opportunities. The rear of the property would often be used for storage, growing food or sold off in sections, creating the busy multi-use space which is highly visible in the present street scape. Boston at this time was confined by the Barditch which was built in the 11<sup>th</sup>–12<sup>th</sup> century, creating a natural rear boundary to the burgages. The land inside the barditch was redeveloped throughout the medieval and post medieval periods within the older property boundaries, it was not until a period of expansion in the 18<sup>th</sup> and 19<sup>th</sup> centuries that the town began to grow outside of its medieval extent.

The town centre on the western side of the river was also developed in the medieval period, although it is thought that this was at a slightly later date than the east. The High Street, sometimes known as Goat or Gowt Street (gowt meaning channel or sluice), like South Street on the east side, also parallels the River Witham. Burgage plots are apparent on High Street and can be seen extending east and west from High Street. Sections of the burgages have clearly been sold off piecemeal over time, creating variation within the plots. It is asserted by John Leyland in the 16<sup>th</sup> century, that the main part of the town was located on the east, however investment still took place in the west, and record of a market, as well as the presence of religious orders, indicate that this side of the town was developed early on in the medieval period.

Boston grew exponentially in the medieval period and much of the layout of the central town originated at this time. As previously stated, much of the growth on the east side of the river was contained within the Barditch, and development was limited outside it, before the 13<sup>th</sup> century. However, later medieval development from the 14<sup>th</sup> century is recorded outside of the Barditch along Wide Bargate; archaeological investigation has shown that the ground level was purposefully raised at this time. Archaeological deposits; pits and scattered finds dating to the 14<sup>th</sup> century have also been recorded around Bargate. Spilsby

Road (which extends northwards out of the Bargate) is thought to have been a medieval route (HER: MLI13280), connecting the town to the Wolds, it is still one of the main roads out of Boston today.

#### Barditch

The Barditch (HER: MLI12644) dating to the 11<sup>th</sup>-12<sup>th</sup> century defined much of the development within Boston on the east of the river in the medieval period. The reason for its construction is not fully understood, however there are several suggestions about its origin including; a defensive ditch, boundary, a sewer, or a way of diverting traffic to extort tolls for access to markets and fairs. Despite the intentions behind its construction, it would have certainly aided the drainage of the area, and by 1337 the ditch was described as the common sewer of the town. Minutes taken at the Boston Corporation meetings document the constant need to clear the Barditch, demonstrating that the utilisation of the ditch as a sewer was a significant problem. In the 16<sup>th</sup> century, individuals owning properties along the ditch were obliged to 'scour and carry away manure and filth from the ditch' as a means of combatting this recurrent issue.

The Barditch defined the point up to which property boundaries extended. This pattern was highly visible up until the late 20<sup>th</sup> century, and it is still partially visible today, however modern installations such as John Adams Way and Pescod Square Shopping Centre have obscured this historic boundary.



View towards Packhorse/Custom House Quay, the medieval harbour

#### 1.4.2 ECONOMY AND INDUSTRY

In 1141-1142, Alan de Croun built a sluice at the boundary between Kirton and Skirbeck; this sluice was intended to increase the flow of the channel, and in doing so deepen the Haven to increase the outflow from the marshes further inland. This construction also made it easier for sea-going vessels to access the harbour, thus encouraging trade with Europe and leading to Boston becoming the second most important port in England during this period.

In the 13<sup>th</sup> century, the wool trade was the main export from England, which is very much reflected in Boston's trade history; between 1275 and 1300, 8,000 sacks of wool were traded in the town, compared to 7,000 sold from London and 3,000 from Hull. The demand predominantly came from Flemish merchants and cloth makers. In 1308, the town was granted a formal charter, despite the fact that it had already been trading in the centuries prior.

The town became an important port on the back of the high-quality wool trade. Hanseatic merchants (who were part of a wider trading network called the Hanseatic League, which traded around the Baltic and Europe) established a steel-yard customs house, which is thought to have been located on South Terrace. In 1369, Boston was awarded *staple town* status, meaning that counties within the staple (including Leicestershire, Nottinghamshire, Derbyshire and Lincolnshire) had to send any wool which was to be traded abroad through Boston to be assessed for tax purposes. This privilege had huge benefits for Boston's economy and led to a boost in the development of warehouses along Wormgate and Lincoln Lane to the west of the River Witham.

Other exports from Boston included local produce, hides, wheat, ale, peas and lead, the latter which was mined in the Peak District. Boston harbour at this time was located to the south of the Market Place in what is now called Custom House Quay, the harbour moved to its current site to the south of the town in the 19<sup>th</sup> century.

The exportation of wool and other commodities resulted in the importation of a wide range of goods, including: wine, wax, cloths, linen, furs, spices, honey and amber, which in turn led to Boston fair becoming one of the most important in England. Imported wine became one of the most important commodities at the Boston Fair, and was brought into England and transported to many of the royal hunting lodges and palaces.

This high amount of overseas trade had an effect not just on the amount of development within the town but also on the materials being used for development. Brick (a sign of prestige), was introduced and used much more widely in 14<sup>th</sup> century Boston than in most of the cities around England, this was the direct result of high numbers of Europeans trading and living in the town. Brick making skills were also adopted locally, demonstrated by the kilns which have been excavated around the town (HER: MLI97350), (HER: MLI12647).

Trade began to decline in the 14<sup>th</sup> and 15<sup>th</sup> century, due to a myriad of reasons including shrinking of the wool trade, recurrent plague, flooding of the Foss Dyke and River Witham and the withdrawal of the Hanseatic merchants from Boston in 1468 which had boosted the economy in the earlier centuries. The Hanseatic merchants returned to Boston again after 1474, however,

much of the industry had moved to other ports and Boston never traded at the same level again.

### Trade and religion in Boston

Boston's development is strongly related to the religious institutions which were established in the area. This was closely linked to trade, and many religious institutions and monastic houses purchased property in Boston for the lucrative opportunities that it offered. The institutions which purchased local property included Durham Priory, Malton Priory, Fountains Abbey (after which Fountain Lane is named), Melrose Abbey in Scotland, as well as several from around Lincolnshire and the neighbouring counties.

Owning property was especially profitable to use for the fair as it also sometimes came with other privileges, such as the right of free entry with a cart. Many houses acquired property for the storage of goods, and the houses likely brought wool to trade at the fair to take commodities such as wine and cloths back to their institutions. The high number of religious institutions and the distance which they would travel to acquire property and trade reflects the anticipated revenue which could be generated from such a purchase, attesting to Boston's booming economy in the 12<sup>th</sup> and 13<sup>th</sup> centuries.



View north into the Market Place

#### 1.4.3 MARKETS AND FAIRS

Much of the early economy of Boston was based around the fairs; the earliest records for the fair on the east side of the river date to 1114, however, this source is not completely trustworthy. Documentary evidence demonstrates that it was certainly in existence by 1125. The fair was likely focused around the Market Place and St Botolph's Church, and grew to be an internationally important event by the 13<sup>th</sup> century. The shape of the market place is typical of medieval markets; triangular or funnel shaped, and in very close proximity to the church. The north-western corner of the market was in-filled in the post medieval period, with buildings on Church Lane and Church Street obscuring the original funnel shape.

There were multiple fairs in the area at this time, and a second one, which was possibly an extension of the fair held in the market place, is recorded to the west of the river. This was known as Holland Fair, which was established in the Creoun Fee to the west of the river; it was particularly key for the sale of cloth.

Another location thought to have been used as a market in this period was Bargate, which was used for livestock trade from the 14<sup>th</sup> to the 19<sup>th</sup> centuries, where thousands of sheep, horses and cattle would be traded from the various pens in and around the Bargate. 'Mart Yard' was also privileged spot for trade by the 16<sup>th</sup> century.

#### 1.4.4 RELIGION AND EDUCATION

##### St Botolphs Church

St Botolph's, as previously stated, is likely one of the churches recorded in the Domesday Survey; the other is thought to have been St Nicholas' in Skirbeck. The next mention of the church is possibly from 1089, within a grant in which Count Allan made a grant of a church to St Mary's Abbey. The excavated remains of an Anglo-Norman church from the 12<sup>th</sup> century were uncovered beneath St Botolph's Church in 1850. This church was about half the size of the current building, construction of which began in 1309. Many guilds of the town also had small chapels within St Botolph's. The tower of St Botolphs is 272 feet high; approximately the same height as Lincoln Cathedral, it was important in medieval towns to have towers and churches bigger than those of neighbouring towns to show prestige and importance.

##### Other Churches

Other churches in Boston included St Nicholas' Church in Skirbeck (HER: MLI92674), which is mentioned in the Domesday Book as one of the two extant at this time, the other being St Botolphs. St Nicholas's current church was built in the 13<sup>th</sup> century, with additions and modifications in the following centuries. The church of St John (HER: MLI12690), located to the south of Skirbeck Road, was first mentioned in 1281. It was completely demolished by 1626, but the site remained in use as a graveyard until 1856, after



St Nicholas' Church

being enlarged twice; once in 1715 and again in 1827. The site is currently in use as a playground. A church dedicated to St Anne

(HER: MLI12687) was built in Boston in the medieval period, it is unclear where it was located, one suggestion locates it to the west of the River Witham, in the vicinity of St Anne's Lane.

##### Friaries

The friars in Boston were responsible for a surge in development at the beginning of 12<sup>th</sup> century. Between the 13<sup>th</sup> and the early 14<sup>th</sup> centuries, four mendicant friaries established their houses in Boston: Dominican (Black), Franciscan (Grey), Carmelite (White) and Augustinian. The Dominican Friars were the first to establish themselves in Boston, and were located next to the quay; Blackfriars Theatre is the only remaining building from the original friary which would have been a very large complex comprising several buildings. The Franciscan Friars set up to the north of the site of the current Boston Grammar School; Grey Friars Lane is reflective of the former use of the area. The Dominican and Franciscan Friars were established to the east of the River Witham within the Barditch; this gives us an indication of how important the friars were in the town, as space within the Barditch was at a premium.

The Carmelite Friars were located to the west of the Witham; it is likely that the land on which they built their friary was donated in an area which was vacant at the time, during the development of this part of town. The medieval development of much of High Street and West Street is possibly related to the White Friars. The Augustinian Friars

likely also established themselves on donated land to the south of town, however it is not certain where exactly the site is; suggestions include the south of Skirbeck Road, south of the Franciscan friary or close to South Terrace.

It is a testament to the wealth of Boston through the medieval period that so many friaries had a base here. The friaries in turn invested in the town and cared for issues around wellbeing, such as the poor, the sick and those with commercial trouble, as well as providing spiritual guidance.

##### Guilds

There were up to 19 guilds in medieval Boston, focussed around religion and trade. They promoted fair practice within trades, hosted frequent events where business could be done, held masses, and prayed for deceased guild members to help shorten purgatory in the afterlife (the avoidance of which was a medieval preoccupation).

The most important guilds in the town were the Guild of St Mary, Corpus Christi, St Peter and St Paul, Holy Trinity, and St George. They contributed to the development of medieval Boston by building guildhalls, one of which survives on South Street; St Mary's Guildhall, which dates to c1390 and is the oldest brick building in Boston. St Mary's, Corpus Christi and St Peters also had chapels within St Botolphs, in which they could hold their own services and light candles on holy days.

##### Hospitals

Boston was served by various hospitals in the medieval period although the evidence for this is sometimes confused due to the reuse of names. Documentary evidence indicates that St Leonards hospital was extant by 1222, when a case was brought against the master of the hospital. In 1230, it was renamed John the Baptist Hospital when it was taken over by the Knights Hospitaller, and in 1542, it came into the ownership of the Duke of Suffolk who built almshouses on the site. In 1874, the current bede houses (HER: MLI12696) were built on the site next to Hospital Bridge in the same location as the 13<sup>th</sup> century hospital. St Leonards Close makes reference to the former hospital.

The Hospital of St John's (HER: MLI12691) was located outside of the Barditch adjacent to St John's Church; it is likely to have been founded before the 1280s.

#### 1.4.5 CHARACTERISTIC BUILDINGS

The expansion of Boston in the medieval period encouraged development and investment within the town. Many of these buildings have



Blackfriars Theatre



Almshouses (HER: MLI12696) ©Google Streetview

been redeveloped, however some of the those from this 'boom period' endure as parts of the modern day townscape.

### Hussey Tower

Hussey Tower (HER: MLI10029, NHLE:1388981) was built around 1460 by Richard Bennington, who was the collector of taxes and Justice of the Peace in Boston. Constructed of brick, it is an example of early brick use in the town. Hussey Tower takes its name from Lord Hussey, who was favoured by King Henry VIII until his execution in 1539 for his failure to quell the Lincolnshire Uprising (also known as the Pilgrimage of Grace) in 1536. Following his execution the site was sold to the Boston Corporation and dismantled in the years following 1545, the tower is the only remaining structure of what would have been a large residential complex. The tower is now located in between a 21<sup>st</sup> century housing development and the fields of Boston Grammar School; the latter is recorded by Thompson as being pasture once belonging to the Hussey estate.

### Pescod Hall

Pescod Hall (HER: MLI12651, NHLE:1388956) is a former merchants house built around 1450. Its construction consists of a timber frame and brick infill. It was used as a warehouse in the 19<sup>th</sup> century and was later purchased by Oldrids in the 20<sup>th</sup> century. It was dismantled and rebuilt in 1973-1974 on the same foot print. The hall was altered again in 2003 and was moved to its current location within a shopping precinct.

### Shodfriars Hall

Shodfriars Hall (HER: MLI10030, NHLE:1388998) was built in the late 14<sup>th</sup> century, and is thought to be the former guildhall or principle mansion of the Corpus Christi Guild. Its use has changed over time and the building was remodelled in the 17<sup>th</sup> and 19<sup>th</sup> centuries. In the 19<sup>th</sup> century it was redesigned again and a large extension in European Gothic style was built, so that the building could be use as a club room, shop, office and grand hall.



Shodfriars Hall, note the 19th century extension to rear

### Blackfriars

The Blackfriars (HER: MLI98127, NHLE:1389013) is a stone built structure dating to the 13<sup>th</sup> and 14<sup>th</sup> centuries. Originally the refectory of the Dominican friary which was a much larger complex, it is thought to have extended south to the boundary of St Mary's Guildhall. The friary consisted of a church, preaching yard, cloister, refectory, chapter house, school room, library, guest house and the priors lodgings, as well as associated amenities. The friaries decline in popularity in the 14<sup>th</sup> and 15<sup>th</sup>, centuries and the religious reformation of the 16<sup>th</sup> century, meant that the friary, which at this time was in a state of decay, came into the ownership of Charles Brandon, Duke of Suffolk who had been instrumental in supressing the Lincolnshire Rising. Brandon was also a key figure in Boston, attaining a charter for a corporation in 1545. For the following centuries, it is likely that much of the friary was dismantled so that the building materials could be re-used elsewhere and that the refectory was reused as a warehouse for corn, which by the 18<sup>th</sup> century was the largest export from Boston. Blackfriars was redeveloped in the mid 20<sup>th</sup> century as a theatre space, which has persevered into the 21<sup>st</sup> century.

### Gysor's Hall

Gysors Hall (HER: MLI88951, NHLE:1388996) was a harbour-side warehouse extant to the south of Custom House Quay in the 13<sup>th</sup> century, and was owned by John de Gysor, who held the honour of Richmond in 1282. It was used to collect taxes and tolls. The building was demolished by William Fydell in 1810, however he proceeded to build a granary on the site and used much of the original material to build the ground floor. The building has since been converted into flats.

## 1.5 POST-MEDIEVAL

Boston was particularly affected by the religious reforms of Henry VIII; three friaries were dissolved, monasteries were closed, and Lord Hussey's land was transferred to the King following his execution for failing to supress the Lincoln rising. The prevalence of guilds and the seamless integration of trade and religion meant that following the closure of the monasteries, the guilds quickly followed suit and were also closed. Many of the high ranking members of the guilds became high ranking members of the corporation when Henry VIII granted the town a charter in 1545, and trade continued under the corporation as the chief organisation in the town. Charles Brandon, Duke of Suffolk, who held much of the land in the town following the dissolution, convinced the King to allow Boston to purchase the land which had defaulted to royal ownership following the reform, which they did for £1,646. The corporation also had civic rights and responsibilities, replacing the guilds, consisting of a mayor, 12 aldermen and 18 council men.

The 18<sup>th</sup> century saw a large amount of drainage and enclosure in the land surrounding Boston; Holland Fen saw 22,000 acres enclosed and drained. The reclaimed soil created perfect conditions for growing crops, and Boston's economy became very strong as a result. This prompted new confidence in the market of Boston and the 18<sup>th</sup> century became a period of new residential development throughout the town, leading to new investments in industry, water management and the civic centre of the town.

### 1.5.1 STREET PATTERN AND DEVELOPMENT

The 16<sup>th</sup> and 17<sup>th</sup> centuries, as stated, were a period of contraction within the town, causing some areas to be abandoned. However, the 18<sup>th</sup> century saw increased confidence in Boston's economy and greater prosperity resulted in the construction of new streets, including New Street and Bridge Street; the latter being cut through existing buildings to allow carriages and goods carts easier access to the town bridge removing the sharp left turn from West Street to High Street.

The construction of the Grand Sluice in 1764-1766 was followed by industrial development in Witham Town, and houses were built for workers, as well as an early pub on the site of the Witham Tavern.

The Barge inn (now apartments) was built for travellers on the Witham navigation from Lincoln.

The 19<sup>th</sup> century saw a large amount of expansion in the town on all sides, however as most of the new residential development took place to the east and west of the main town. The railway was constructed to the west of the town, stimulating residential development up to the railway line, as well as new industrial growth towards the south of the town centre. New terraced housing was constructed to the south of Wide Bargate, along Pen Street, Grove Street and Cheyney Street (which was later demolished in advance of the construction of John Adams Way). Large Victorian Villas were built along Spilsby Road from the beginning of the 19<sup>th</sup> century, now part of the Spilsby Road Conservation Area.



Cottages in Witham Town

### Maud Foster Drain

The Maud Foster Drain/ Sluice (HER: MLI88928) was built in 1586 to aid the drainage of the lands surrounding Boston. It was constructed from the River Witham to Cowbridge, approximately aligned with the former route of the Scire Beck, which was much shallower. It is likely that the Scire Beck was easily forded as many roads appear to have once crossed the Maud Foster Drain but were cut off when the larger deeper drain was built. The drain underwent several improvements, to accommodate the changeable nature of the River Witham; a sluice was constructed in 1734 and reconstructed in 1803. The Maud Foster Drain is traditionally said to be named after an enterprising local woman through who's land the drain was cut. Properties were constructed on the eastern side of the drain, as houses on this side of the drain were in Skirbeck Parish, rather than Boston Parish until much later and therefore residents avoided the expensive town fees.

### 1.5.2 RELIGION AND EDUCATION

The suppression of the puritans in the late 1600s prompted the growth of non-conformism in Boston in subsequent centuries, with dozens of new nonconformist chapels being built in the town in the 18<sup>th</sup> and 19<sup>th</sup> centuries. These were often built with schools, which in turn controlled much of the education system in the town at this time.

The following is an example of the new chapels built in the 19<sup>th</sup> century. The Boston Wesleyan Centenary Chapel (HER: MLI91953), was built in 1839, with a Sunday school, and is still in use as a chapel in present day. In 1909, it was destroyed by a fire and rebuilt a year later. In 1856, the United Methodist Free Church (HER: MLI91959) was constructed. It had a Sunday school built in 1872, which is now in use as a business. The Salem Baptists built a chapel on Liquepond Street in 1801/1839 (HER: MLI91965). By 1856, a Sunday school was built adjoining their chapel, and the site has since been used for a tarpaulin factory after falling into disuse in the mid 20<sup>th</sup> century.

The Primitive Methodists built a chapel in 1865 on West Street (HER: MLI92055), when their former chapel on George Street became insufficient, and a school was built for the chapel in 1903. Both the chapel and the school have been redeveloped as busi-



Boston Grammar School

nesses. The Baptists were thought to have been based in Spain Lane, followed by Deal Yard in 1741, (as seen in R. Halls *Plan of the borough of Boston and port of Boston*) before establishing themselves in White Horse Lane, which was the location for the new General Baptist church in 1763 (HER: MLI91968). The current chapel dates to 1837, following the demolition of the 1763 chapel which had become inadequate. The White Horse Lane chapel was served by an adjoining burial ground. This was known as the Anabaptist burial ground and later the dissenters burial ground, although the likelihood is that it served multiple non-conformist groups. The burial ground ceased to be used after Boston General Cemetery was opened.

### Boston Cemetery

The land for Boston Cemetery (NHLE: 1000935) was purchased in 1854, following the establishment of a Boston Burial Board. At the time of purchase, it was a mile to the north of town. The cemetery possessed two chapels; one Anglican (HER: MLI90790) and one Non-conformist. Only the Anglican chapel survives.

### 1.5.3 EDUCATION

There are few mentions of schools in the town prior to Boston Grammar School being founded. This school is well documented to have been established in 1555 by Queen Mary and Phillip. It was originally located in Wormgate, but moved next to Grey Friars Lane in a portion of Mart Yard in 1567. At the time it was a boys school, specialising in Greek, Latin, French, German, mathematics and English.

Further schools were founded throughout the post-medieval period; In 1703, the Bluecoat School (a charity school) was founded, it is unclear where it's initial location was, however, from 1805 it was located in a purpose-built school on Red Lion Street. Laughton's School was established in 1708 by John Laughton, this school (named after Laughton himself) was located in Church House on Wormgate for part of the 19<sup>th</sup> century, in 1878 Laughton and Bluecoat School merged, and a new school was built to accommodate the pupils from each. Both girls and boys attended, although they occupied opposite ends of the building. Holland House (NHLE: 1389059), situated the corner of Wide Bargate, was built as a house in the 18<sup>th</sup> century until it eventually became a boarding school in the 19<sup>th</sup> century. It is now in use as a dental practice.

### 1.5.4 TRADE AND INDUSTRY

Trade in the town was declining by the 17<sup>th</sup> century, causing parts of the town to be abandoned and many of the former friary houses to be demolished or repurposed. The economy of the town turned around when trade surged in the 18<sup>th</sup> and early 19<sup>th</sup> centuries following the further drainage of the fens, which led to a boom in the amount of high quality crops grown in the region surrounding the town. Agricultural industries thrived, including the production of steam engines and threshing machines. Other industries also expanded, such as featherbed manufacture and corn milling. This new prosperity led to the construction of several new buildings across Boston, notably the Corporation Buildings (HER:MLI92755, NHLE: 1388941) in 1769 and the Assembly Rooms in 1822 (HER: MLI92769, NHLE: 1388955).

Feather processing had begun as a small trade in the medieval and post-medieval period with local people hunting wildfowl in the creeks and marshes of the Wash. In the 19<sup>th</sup> century, the industry had a boom period and Boston became known for feather processing; the first such factory was opened by Timothy Anderson in 1826. By the late 19<sup>th</sup> century, 4 more factories had been established within the town. This industry was relatively short lived, and by the mid 20<sup>th</sup> century, there was only one factory left within the town; Fogarty's, which had moved from its factory on Trinity Road (HER: MLI88973, NHLE: 1389030) to new premises Fishtoft Road.

Boston's status as a port town and the insistent need for rope in the 19<sup>th</sup> century prompted a growth in 'rope walks'. These comprised narrow covered alleys, often at the back of streets or housing, where workers would create long ropes out of fibres. Boston had a few such walks; one at the end of Spain Lane, land now occupied by the football stadium, one located near to Hartley Street, the Ropers Arms public house possibly makes reference to this historic local industry. A third was located to the rear of the properties on the south side of Hospital Lane, a fourth was located in Skirbeck Quarter until 1848, at which point the railway company bought the land. None of these walks remain in Boston today.

### Turnpike Roads

In the 18<sup>th</sup> century, Turnpike Trusts created by Parliament were responsible for the maintenance of many of the roads leading to the town. Road users sometimes tried to avoid tolls by taking alternatives across West Fen; this came to a halt when the Trust



Fogarty's original feather factory

took over more roads locally. The arrival of the railways in Boston, as in many towns around the country, made the viability of the Turnpike Roads untenable, resulting in their abolition in the late 19<sup>th</sup> century.

### Grand Sluice and the Haven

The Grand Sluice was one of the stimulants of Boston's renewed growth in the 18<sup>th</sup> century, as it allowed larger ships to enter the river, which had silted up and become difficult to navigate. Construction began in 1764, and coincided with 12 miles of the River Witham being straightened north of the sluice to improve flow and confine the channel within its banks, with the hope of a reduction of silting in the future. A second river straightening project was carried out in the 19<sup>th</sup> century between Boston and The Wash in the stretch known as the Haven. Work began on the project in 1830, and continued until 1884. The result of the work meant that large ships could get to the newly built dock, once again making Boston into a busy port. The land which had been part of the river became agricultural land.

### The Railway

Railway lines to Boston were added in 1848 by the Great Northern Railway (GNR). It was constructed outside of the town centre in the fields to the west of the town centre, avoiding the need to purchase and demolish properties within the town which would have been expensive and time consuming. The railway connected Boston to other major towns, such as Lincoln, Grimsby and Peterborough, fundamentally changing the way Boston exported goods. The railway was also connected to the dock in the late 19<sup>th</sup> century, following its construction in 1884.

The construction of the railway prompted new growth, with several new residential streets constructed between the town centre and the railway. Much of this new residential development was for the railway employees; at its peak 900 people worked for the railway, making it one of the main businesses in the town. Warehouses and trade buildings were also constructed next to the station to store and organise goods.

### Boston Docks

Boston Dock (HER: MLI13499), built as an enclosed dock, replaced the tidal harbour adjacent to Customhouse Quay (Packhorse Quay) in 1884. The harbour had by this time, silted up and become unfit for larger modern ships. The new dock was constructed by the Boston Corporation and designed by William Wheeler. It incorporated a hydraulic engine house, cranes and warehouses, which were used to store imported grain, fruit, and timber as well as oilseed, oilcake, potatoes, iron and coal prior to exportation, much of which was produced in local factories. The new dock encouraged new enterprises for the town. In the late 19<sup>th</sup> century new fishing companies were created, and the new fleet began to be a common sight in the port, an industry which would last for the next half a century.

### 1.5.5 RECREATION

Parks in the town were developed throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. Vauxhall Gardens on Freiston Road, opened in 1815, and The Bath Gardens opened in 1832 to the east of the Haven; this space was landscaped with trees, plants, included grass for outdoor sport and had two pools for swimming. Peoples Park, opened by the Boston Corporation in 1871, was an extension to Bath Gardens, however both were redeveloped and became part of Boston Docks at the end of the 19<sup>th</sup> century. The Central Park was constructed in the early 20<sup>th</sup> century as a new open green space within the town, to replace the lost open space.

### 1.5.6 CHARACTERISTIC BUILDINGS

#### Fydell House

Fydell house (HER: MLI92810, NHLE: 1388995) on South Street was built in the early 18<sup>th</sup> century for the Jackson's, and in 1726 was acquired by the Fydell family. The Fydell's were wine merchants and served as mayors and MPs for the town until 1812. Boston Preservation Trust purchased the house in 1935, to save it from destruction. Since this time, they have cared for the building and repurposed it for various uses, including a base for the Women's Voluntary Service during the Second World War and as an education centre. It has also been used to host prominent American visitors, which has led to one of its rooms being called 'The American Room'.



Fydell House

#### Maud Foster Windmill

The Maud Foster Mill (HER: MLI82949, NHLE: 1389071) was built in 1819, and is a good example of what would have once been a common sight across the region. It was used as a granary until the late 20<sup>th</sup> century, and is now in use as a tourist attraction.

## Town Bridge

The Town Bridge (HER: MLI88921, NHLE: 1388904) was built in the early 19<sup>th</sup> century, there were several bridges built here over the centuries, most of which lasted about 100 years. The bridges here were the only crossing in the town, and new bridges would be built before new ones were removed. John Rennie built the cast iron and ashlar bridge in 1808, however, it was mostly rebuilt in 1913 by John Webster.

## 1.6 MODERN AND 21st CENTURY

### 1.6.1 STREET PATTERN AND DEVELOPMENT

The Boston Town Centre Conservation Area was designated in 1969, its most recent appraisal was completed in 2016, and a Conservation Management Plan was produced in 2017 with the results. Spilsby Road Conservation Area was designated in 1990 acknowledging the consistent 19<sup>th</sup> century character of the street. Skirbeck Conservation Area was designated in 1977 although it has been much altered in the 21<sup>st</sup> century.

Redevelopment in the central town to the north of West Street followed slum clearance, causing considerable loss of historic character. Prior to the late 20<sup>th</sup> century, the area comprised terraced streets which were part of the 19<sup>th</sup> century expansion of Boston, built to accommodate the railway employees; malt houses and warehouses were also built at the same time. The insertion of the bus station, car park and new police station in the late 20<sup>th</sup> century, completely transformed the streetscape. The redevelopment of this area has also made the former course of Lincoln Lane and Rosegarth Street illegible, which had been extant since the medieval period.

The redevelopment of Silver Street and Mitre Lane have had large impacts to the street pattern and historic character; redevelopment occurred in two stages throughout the 20<sup>th</sup> and 21<sup>st</sup> century. Prior to the construction of the large car park and shopping precinct, the site was used for small industries, including sorting offices, printing works and an abattoir. These industries conformed to the original plan of the streets which were a product of the medieval market and burgage plots which extended from it. The construction of the precinct removed many of these historic boundaries and some of the development which took place afterwards was not sympathetic to the historic character of the town.

Another dramatic change to affect Boston is the construction of large, new residential developments which have taken place throughout the 20<sup>th</sup> and 21<sup>st</sup> centuries. New housing estates and council housing from the post war era were constructed to the north-west of the town with the insertion of new streets. However the development around most of the town in the early-mid 20<sup>th</sup> century was ribbon development, along the main routes out of the town centre. The mid-late 20<sup>th</sup> century saw the infilling of the fields behind the ribbon development with long sinuous streets and mixed detached, semi-detached and bungalow housing. Infilling has continued in the late 20<sup>th</sup> and early 21<sup>st</sup> centuries, with winding, cul-de-sac streets constructed on the edge of older estates.



View north at the carpark and new development north of West Street

### John Adams Way

The townscape was dramatically altered in 1978, with the construction of the inner relief road, John Adams Way. Victorian and Georgian buildings were demolished and roads were truncated, including the 19<sup>th</sup> century residential development around Cheyney Street and Liquorpond Street. Medieval roads such as High Street and South Street were truncated, and the former medieval burgage pattern on South Street (which had been largely preserved until this time) was disrupted.

### 1.6.2 TRADE AND INDUSTRY

Boston continues to trade through the docks and railway as well as on the road, oils and vegetables are still a main export of the town. Canning and vegetable processing came to Boston in the 20<sup>th</sup> century, and agriculture has continued to be one of the main industries in the town. Johnson's Seeds also continued to trade in the town throughout the 20<sup>th</sup> century with a new headquarters being built on London Road at the beginning of the century.

Former agricultural land became available in the latter half of the 20<sup>th</sup> century to the south of the Haven, which is now the largest industrial area in the town, comprising numerous factories, warehousing and processing plants.

### 1.6.3 RELIGION AND EDUCATION

A Zion New Connexion Methodist chapel (HER: MLI92058) was built in West Street in 1829 and a Sunday school was added in 1831. The chapel was demolished in to make way for the Regal Cinema. Due to a decline in numbers the congregation merged with the Zion Methodist Church (HER: MLI91972) which was located on Brothertoft Road in 1934.

The growth of Boston throughout the 20<sup>th</sup> and 21<sup>st</sup> centuries has led to an increase in the need for new schools in the area. There are currently a total of 18 Schools within the boundaries of Boston, including 6 secondary schools and 12 primary schools, located around the town.

### 1.6.4 CHARACTERISTIC BUILDINGS

#### Scala Cinema

The Scala Cinema (HER: MLI98317) is an early example of a purpose built cinema. Built in 1913, it housed variety shows and entertained soldiers who were posted in the town during the Second World War. When it was built it replaced several earlier buildings which had been constructed along the former burgage plot, which shaped the building into an unusual formation dictated by the other buildings which were still standing in the market place.



Plan of Boston environs 1829 T.Cook. Courtesy of LCC.2019.

## HISTORIC URBAN CHARACTER ASSESSMENT

### Summary

The Historic Urban Character Areas (HUCAs) have been defined based on the Historic Urban Character Types (HUCTs). The HUCT maps are available separately to this document. The HUCTs highlight patterns of development through areas that have originated at a similar time, are comparable in how they have developed or demonstrate a similar character or land use. The identification of HUCTs with these similarities allows groups (HUCAs) to be formed and analysed as a wider area.

The HUCTs are divided into 14 periods (see table opposite); these have been narrowed from the periods in the archaeological and historical background to provide a more detailed picture of the development and character, incorporating the Industrial Revolution and the fast pace of development throughout the 20th century.

The values are as follows:

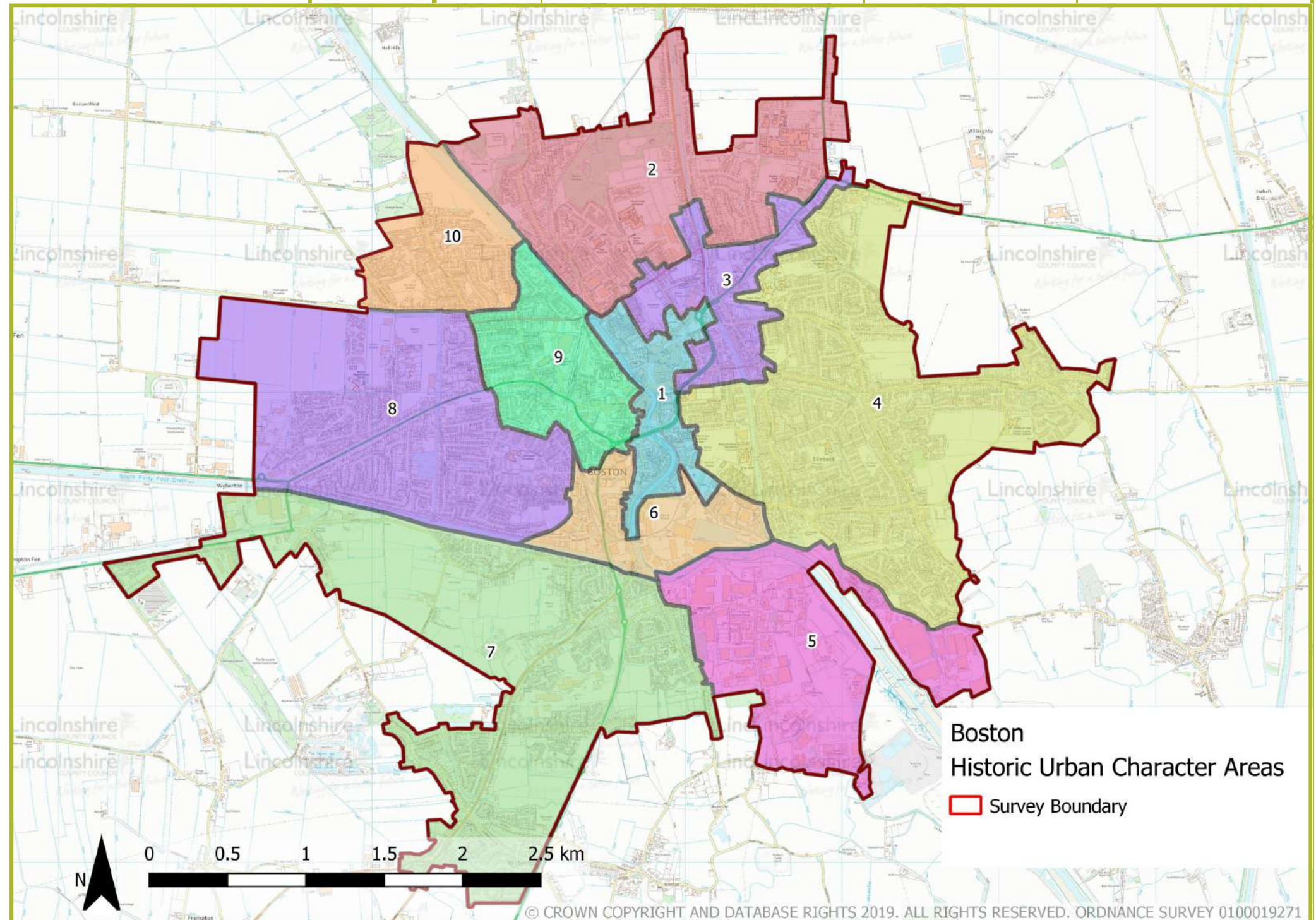
**Evidential:** the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might relate to a national story of archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological deposits may be compromised by later development or buildings may be significantly altered by later, unsympathetic extensions and alterations.

**Historical:** the potential of the HUCA overall to illustrate the story of the town. In some circumstances the story may be of national importance.

**Aesthetic:** the way in which people draw sensory and intellectual stimulation from the HUCA, principally its appearance. This may be derived from a designed element like a 20th century council housing estate, or from the way the HUCA has evolved over time. Unattractive elements, such as neglected sites, might reduce the aesthetic value.

**Communal:** the values the local community attach to the HUCA - what it means to the local population, including commemorative, symbolic and social values. Also to what extent the HUCA has the potential to increase public sensitivity towards the historic environment.

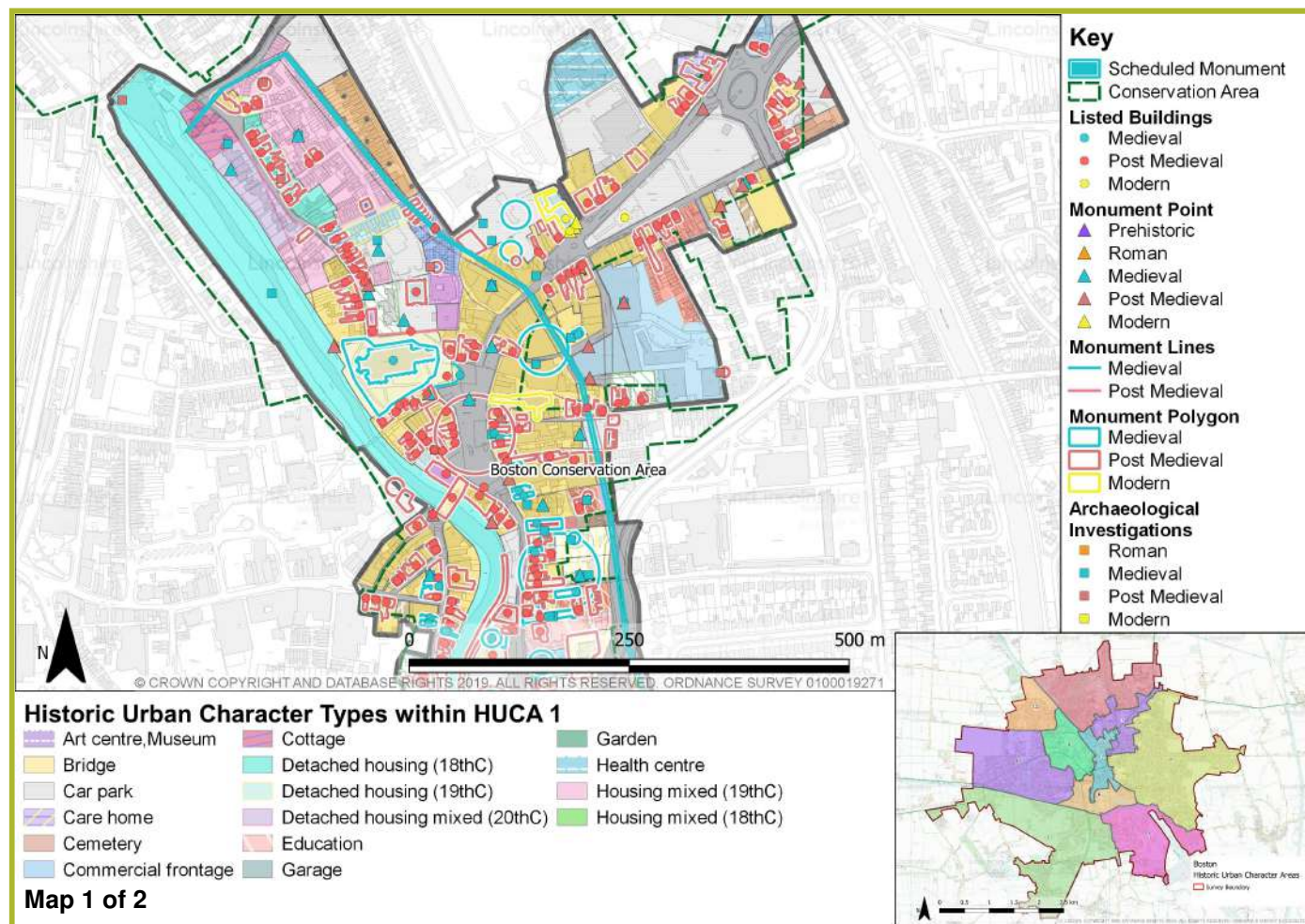
	Period	Date Ranges	Abbreviations
1	Prehistoric	10000-43	Pre-H
2	Roman	43-409	Rom
3	Early Medieval	410-1065	E-Med
4	Medieval	1066-1539	Med
5	Post Medieval	1540-1759	P-Med
6	Late 18th Century	1760-1799	Late 18thC
7	Early 19th Century	1800-1832	Early 19thC
8	Mid 19th Century	1833-1865	Mid 19thC
9	Late 19th Century	1866-1899	Late 19thC
10	Early 20th Century	1900-1924	Early 20thC
11	Early Mid 20th Century	1925-1949	Early-mid 20thC
12	Late Mid 20th Century	1950-1974	Late-mid 20thC
13	Late 20th Century	1975-1999	Late 20thC
14	21st Century	2000-Present	21stC





Evidential value	
High	There is a high potential for the heritage assets within the HUCA to contribute to an understanding of the history of the town. Archaeological sites are likely to survive (both below ground and above ground fossilised within the townscape) and for new research relating to the nature and origins of the built heritage to enhance the understanding of the development of the town. New insights into the history of the town can contribute to an understanding of the development of towns from the medieval period onwards both within Lincolnshire and more widely.
Medium	There is the potential for heritage assets to contribute to an understanding of the history of the town, but there may be fewer opportunities for new insights to be deduced due to the nature of the heritage assets in question or subsequent changes to the historic character of the HUCA. The potential for archaeological deposits to contribute to an understanding of the development of the town may currently be unclear due to the current level of understanding of the origins of the HUCA. The potential may also be impacted by levels of development.
Low	There are no or very few known heritage assets. The understanding for the potential for above and below ground archaeological deposits to survive may be affected by the current lack of research within the wider area. Mitigation may still be required dependent upon an assessment of both the nature of any prospective new development and the potential of the individual sites being developed.
Historical value	
High	The legible heritage assets either dominate or significantly contribute to the historic character of each HUCA. There are strong associations between the heritage assets (both tangible and intangible) within the HUCA that are potentially demonstrable and/or the heritage assets make an important contribution to the history of the wider area. There are often designated sites within or lying adjacent to the HUCA and in some cases these may comprise or include portions of Conservation Areas. The high value is not precluded by some degree of 20th/21st century alterations to the historic character.
Medium	Legible heritage assets are present within the HUCA, but are not necessarily predominant or they have undergone some form of alteration. Their presence, however, may contribute to an understanding of the development of the character area and/or there are potential associations between assets. Further research may clarify these associations and elucidate the contribution of these assets to the history of the wider area. Even in their present form they do enable the public and community to visualise the development of the area over time.
Low	There are no or very few known legible heritage assets; where they exist their associations are not clearly understood.
Aesthetic value	
High	The completeness or integrity of the extant heritage townscape and its contribution to the aesthetics of the zone is significant. There are opportunities to enhance or restore the historic fabric of the HUCA. The HUCAs will often form part of or form the setting to Conservation Areas.
Medium	The components of the townscape are legible, but there may have been considerable impact by 20th or 21st century redevelopment of elements of the historic character. It is not possible within this project to discuss whether the modern alterations have positive, neutral or negative impacts upon overall aesthetics.
Low	The aesthetics of the historic character have been significantly impacted by 20th or 21st century development. It is not within the scope of this project to discuss whether their contributions are positive, neutral or negative within the wider townscape.
Communal value	
High	Contains numerous heritage assets which could be used to engage the community through interpretation. The heritage assets clearly form part of a wider history of an area which can be drawn into a narrative. There may already have been a degree of interpretation and/or the community/public already has access to at least some of the heritage assets within the zone.
Medium	The ability for the heritage assets to contribute to the history of the town may be limited by the current understanding, their legibility within the townscape or through limited access.
Low	There are few known heritage assets which make it difficult to elucidate their history or apply it to a wider interpretation. There is no access or the legibility of the heritage assets is negligible.

Conversion Table between Historic England Conservation Principles and the NPPF19			
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>"the potential of a place to yield evidence about past human activity."</i>	<i>"There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point."</i>
Historic	Historical	<i>"the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative."</i>	<i>"An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity."</i>
Architectural/ Aesthetic	Aesthetic	<i>"the ways in which people draw sensory and intellectual stimulation from a place."</i>	<i>"These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture."</i>
*See Paragraphs 185 (b) and (c), 188, 192 (b) and (c), 199, 200,	Communal	<i>"the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory"</i>	<i>N/A see relevant paragraphs</i>
EUS in planning			
It is anticipated that the EUS will be used to support appropriate application of the National Planning Policy Framework (NPPF) in the future development of Lincolnshire's towns. The EUS is directly applicable to the aims set out in the 2018 NPPF, particularly in Chapter 3 'Plan Making', Chapter 12 'Achieving well-designed places' and Chapter 16 'Conserving and enhancing the historic environment'. Chapter 3 states that <i>Strategic policies should... make sufficient provision for: conservation and enhancement of the natural, built and historic environment Plans are 'sound' if they are: Justified... based on proportionate evidence.</i> For both objectives the EUS can provide a thorough evidence base which can assist in the production of plans. Chapter 12 states that Planning policies and decisions <i>should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting.</i>			
The EUS discusses local character, including built character and landscape setting, the evidence provided in the character assessments can be used to aid in the creation of 'well-designed places' through supporting an understanding and appreciation (from a heritage perspective) of the history and character of a town. The EUS contributes to the application of Chapter 16 of the NPPF by providing another evidence source on which to base development applications. The discussion of the character within the town can also be used to assist in the reappraisal and designation of new conservation areas.			



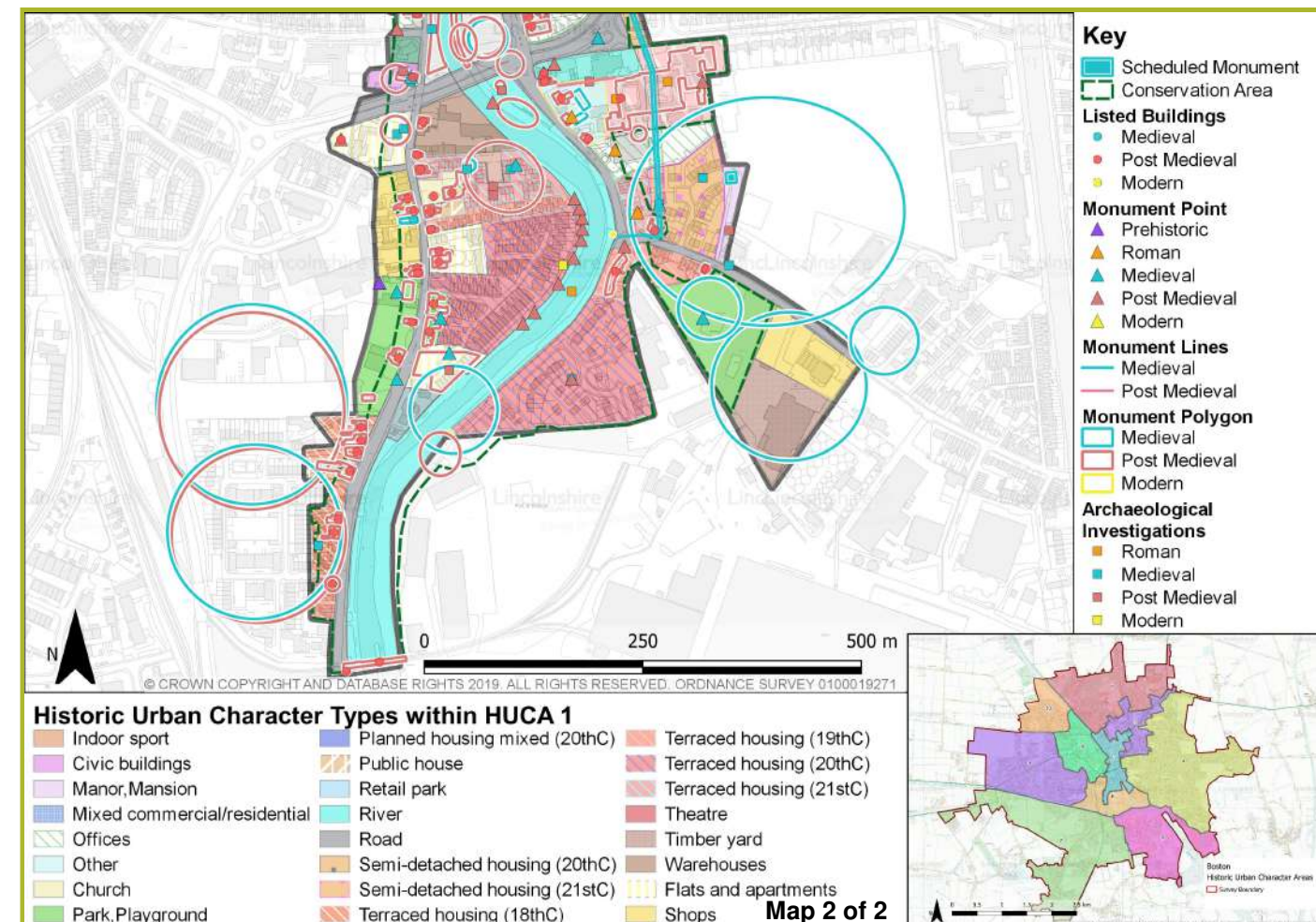
## HUCA 1—Historic Core

### Key characteristics

- ◆ **Civic and commercial centre** of the town, comprising market places, the parish church, shops, civic buildings and offices interspersed with residences. Much of HUCA within the Boston Conservation Area, see **Boston Conservation Area Appraisal, 2016** and **Conservation Management Plan 2017—2020** for more information.
- ◆ Road layout comprises **unplanned and planned medieval streets** as well as development mostly from the 18<sup>th</sup> century onwards. A good amount of this pattern has been **preserved**. **Burgage plots** with interspersed by narrow alley ways extend from the main streets, which have endured since the medieval period, with only minor changes through piecemeal sale and redevelopment over the centuries.
- ◆ The **River Witham** has defined much of the development within the HUCA and provides **interesting vistas**.
- ◆ Extant **medieval stone, timber and brick buildings** are focused towards the south of the market centre along **South Street**.
- ◆ **Brick** is the dominant material throughout the HUCA, although many properties have also been rendered or painted. The height across the HUCA is **2-4 storeys** creating an interesting and varied street-scape, the properties are located on the road front.
- ◆ The Market Place and Wide Bargate, are **large open spaces in a town-scape** which is otherwise tightly packed. They are lined by tall buildings from the **18<sup>th</sup>– 20<sup>th</sup> centuries**. The 20<sup>th</sup> century buildings have been in-filled into empty spaces and are not all sympathetic to the historic character, further to this some 20<sup>th</sup> century shop signs also disrupt the historic street-scape.
- ◆ **Wormgate** comprises **17<sup>th</sup>– 18<sup>th</sup> century** properties, mostly built from brown brick with some red, the street use is predominantly **commercial** with **residential** above, the buildings are tightly packed and located on the road front.
- ◆ Much of the centre has been pedestrianised following the insertion of John Adams Way. However, John Adams Way has also truncated some of the historic street plan, including High Street and South Street breaking up the historic routes.

### Landscape History

HUCA 1 is the historic core of Boston, the street plan was largely laid out in the medieval period, through planned and unplanned development, only a small number of buildings from this period remain. The river dictated the growth of Boston which is visible street-scape of the town. The buildings mostly reflect development and rebuilding which has taken place in periods of prosperity, generally from the 18<sup>th</sup> century onwards, creating a dynamic and varied townscape with a mixture of medieval, post-medieval and modern buildings.



Note the HUCT Type Key displays all of the HUCT Types within the whole HUCA and do not correspond to individual maps.

**Evidential Value:** The entire character area holds a very high evidential value and possesses many buildings of national importance, as well as the Boston Conservation Area, see **Boston Conservation Area Appraisal, 2005** and **Conservation Management Plan 2017—2020** for more information. A high level of archaeological investigation has taken place and continues to provide key information on the wider history of Boston. Further work has a high chance of uncovering new information and contributing to the story of Boston.

**Historical Value:** Extensive built heritage and below ground remains demonstrate the narrative of Boston with the majority of the urban activity in Boston occurring exclusively within the town centre until the post-medieval period. Boston's history is well understood and the historical narratives are highly visible in the character area for example its industrial history is seen in the large number of warehouses and the dock, the economic prosperity is also visible in the large number of large impressive buildings which were constructed in the 18th century. Boston had a large role in the England's wider history due to its importance as a port and also has ties internationally, with America as well as Europe through its role in the Hanseatic League.

**Aesthetic Value:** The character area contains a large amount of historic character with a variety of buildings from the medieval period through to modern day. These buildings have been constantly developed and redeveloped creating a strong visual narrative. Periods of prosperity are visible through the high number of large and impressive buildings which were constructed at the same time. Some unsympathetic redevelopment has altered some of the historic character, particularly in the area south of Wide Bargate where large warehouse style shops and car parks do not reflect the character and style of the much shorter historic buildings and the materials used are not in keeping with those used throughout the character area. The insertion of John Adams Way has also had a huge impact to the road pattern at the south of the HUCA. Additionally some 20<sup>th</sup> century commercial signage and disrepair does detract from the historic character However the aesthetic value of the HUCA remains strong.

**Communal Value:** A large portion of the shops, civic buildings, open public spaces and the market is within the Historic Core. As a result the communal value within the HUCA is very high. For Boston, it is the main hub where events such as fairs and markets have always been held and still do today and the historic buildings, and culture held within the HUCA create a strong sense of place and history to which local people can connect.



Pescod Square Car Park



Hussey Tower



View from the north-west of the Market Place



Pescod Hall in Pescod Square



Church Keys Bar and Restaurant



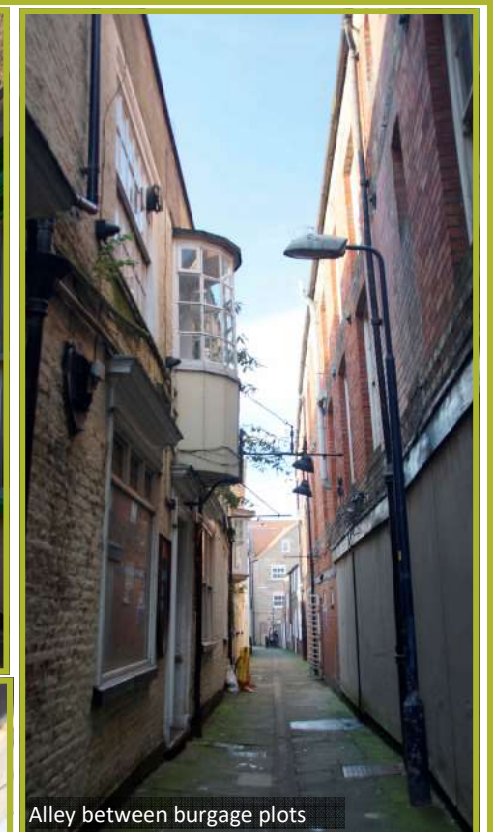
St Marys Guildhall



View south-west towards Packhorse



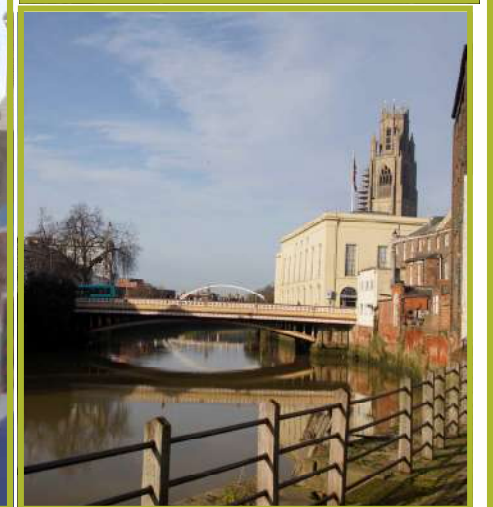
Wormgate



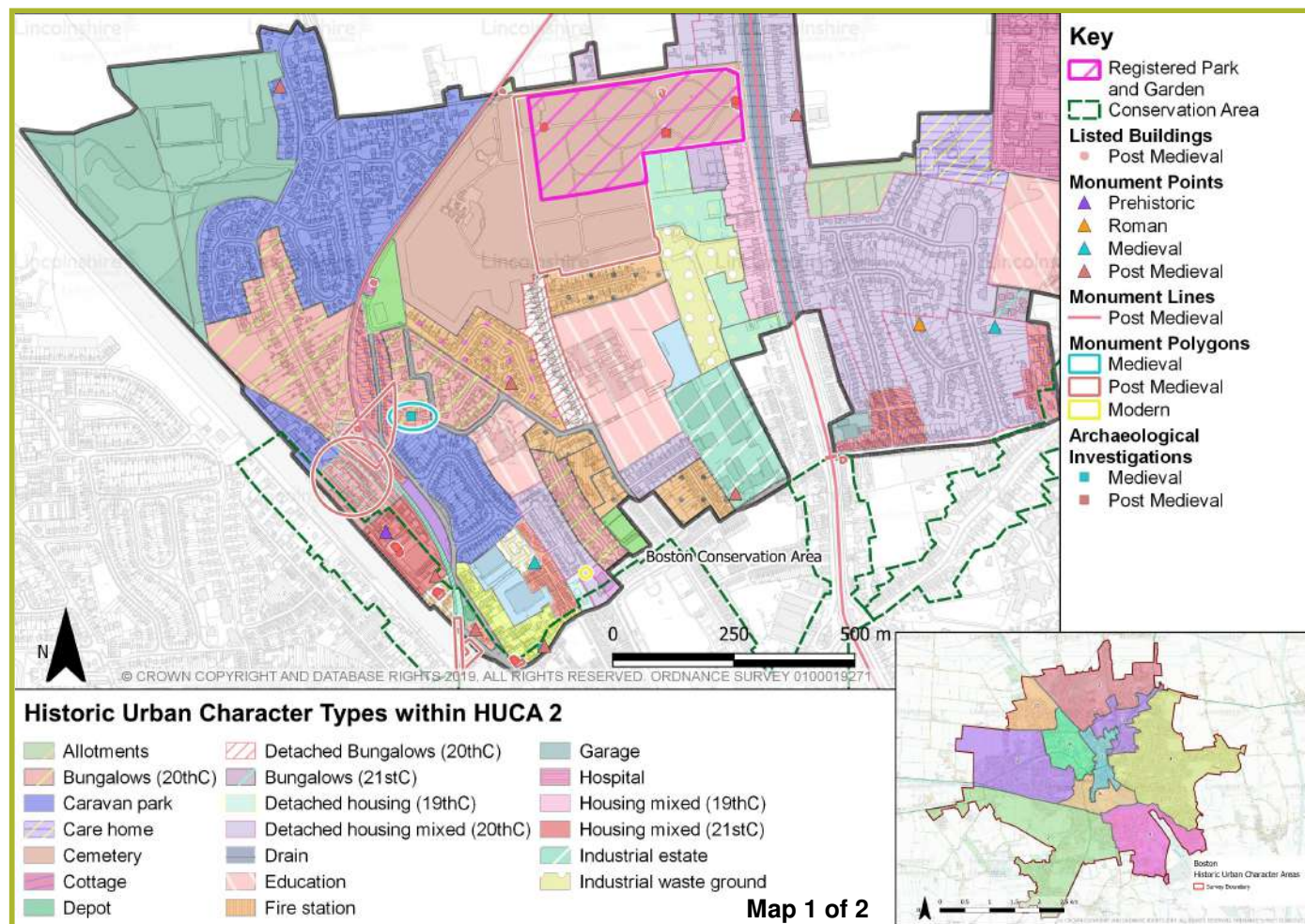
Alley between burgage plots



View north along High Street



View north-west along Wide Bargate



**HUCA 2—20th century expansion, north.**

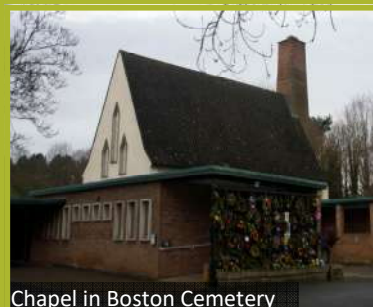
**Key characteristics**

- ◆ Strong mid-late 20<sup>th</sup> century residential character. Development has extended northwards moving further away from the town as new fields have become available.
- ◆ Housing punctuated with a number of open spaces including parks, schools, Pilgrim Hospital and Boston Cemetery.
- ◆ Character area dissected by the Maud Foster Drain and the railway line which have dictated the surrounding developments.
- ◆ Materials include red, brown and buff brick, windows are PVC and tile is the main roof material.
- ◆ 20<sup>th</sup> century residential properties are planned semi-detached, detached, short terraces and bungalows of 1-2 storeys, set within private plots of land with a garden and often a driveway.
- ◆ Housing style is reflective of the date of the property and does not adhere to one form.
- ◆ Long open streets were built in the mid-20<sup>th</sup> century these houses also tend to be set into larger plots of land, Cul-de-sacs have become more common in the late 20<sup>th</sup> and early 21<sup>st</sup> centuries.
- ◆ Many of the developments were constructed within former field boundaries.
- ◆ HUCA 2 contains the only registered park and garden (Boston Cemetery NHLE: 1391801) within Boston.
- ◆ The HUCA borders Boston Town Centre Conservation Area and Spilsby Road Conservation Area.
- ◆ Boston Pilgrim Hospital opened in 1971, and is prominent on the horizon.

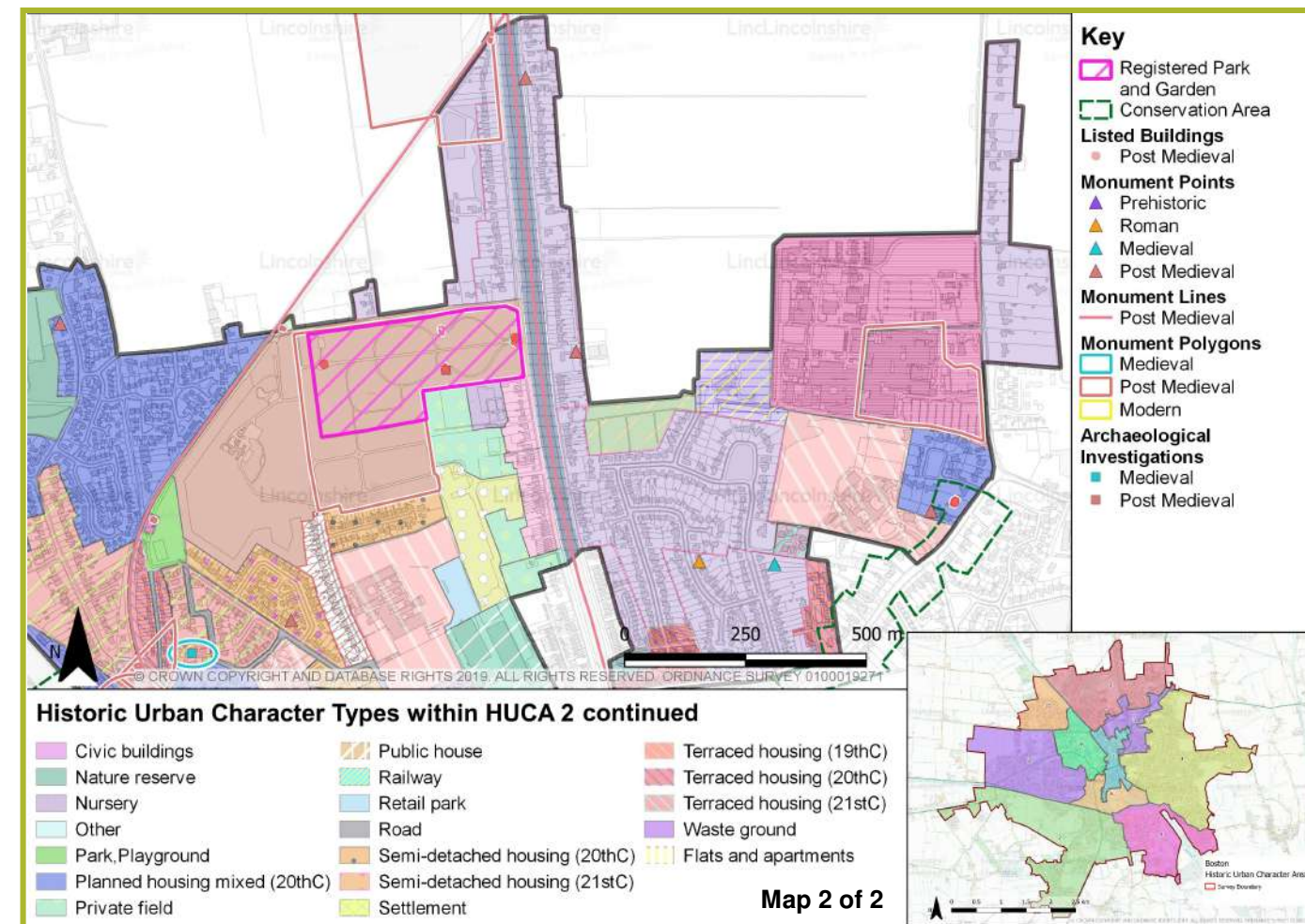
**Landscape History**

The River Witham was straightened in 1766, its former course which meandered through part of the north-west of the HUCA, survives as a feature, this is demonstrated by a strip of land which is 1-2 feet higher than the surrounding area, although it is being eroded by ploughing as the former field boundaries, which once adhered to this feature have been removed.

The HUCA was enclosed by the medieval period; the long strip field pattern extends from the town northwards to Frith Bank, which was the southern boundary of the West Fen. There may have been some further enclosure in the following centuries which divided the fields even further. The modern residential developments have adhered to some, but not all of these boundaries. Boston Cemetery (NHLE: 1000935) was founded in 1854, to meet the need of the expanding population. At the time it was constructed a mile outside of the town, however it has since been subsumed by residential development. The mid-late 20<sup>th</sup> century has seen several planned developments within the HUCA comprising a mixture of 20<sup>th</sup> century housing types. Large civic developments are also common including schools and the Pilgrim Hospital.



Chapel in Boston Cemetery



Note the HUCT Type Key displays all of the HUCT Types within the whole HUCA and do not correspond to individual maps.

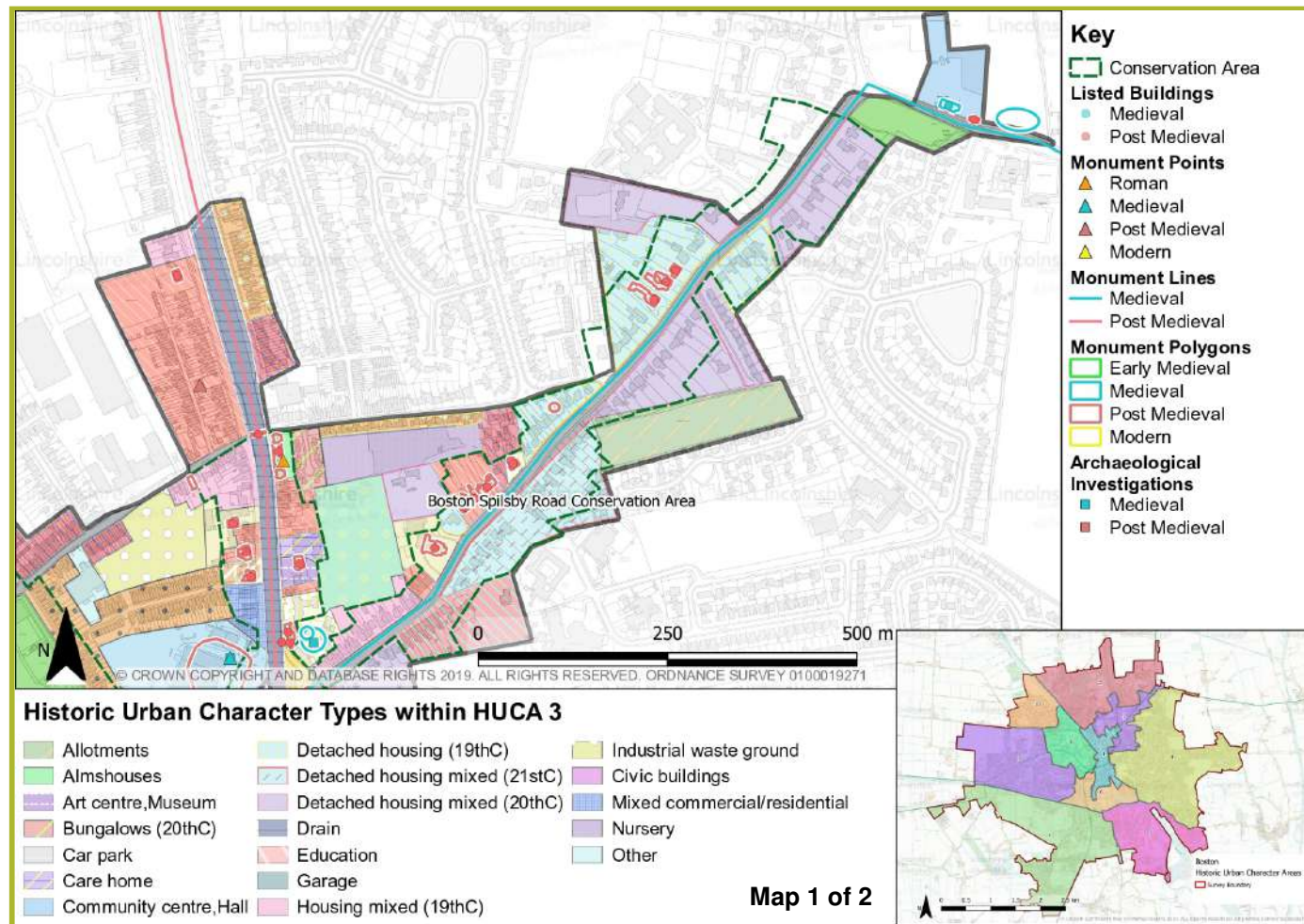


**Evidential Value:** There is very little known archaeologically about the HUCA, this is due to the limited archaeological investigation which took place prior to development. Scattered finds from the prehistoric through to post-medieval periods are recorded within the HUCA, however the scattered nature of these remains does not illuminate the wider context. Some of the later de-

**Historical Value:** HUCA 2 makes a limited contribution to the historical narrative of the town, it does demonstrate 20<sup>th</sup> century residential patterns. The founding of Boston Cemetery contributes to the social history of the town. A few larger houses as well as farmsteads were extant within the HUCA prior to redevelopment. Some have been redeveloped to serve a civic purpose including East Skirbeck House.

**Aesthetic Value:** Aesthetically the HUCA is dominated by 20<sup>th</sup> century developments and large 20<sup>th</sup> century civic structures such as Pilgrim Hospital, Haven High Academy and Boston High School. The development is however, punctuated by large open green spaces including Boston Cemetery, school fields and the Witham Way Country Park. Boston Cemetery is a 19<sup>th</sup> century registered park and garden. The landscaped gardens are a break in an urbanised area which saw most of its expansion in the 20<sup>th</sup> century.

**Communal Value:** Pilgrim Hospital, several schools, the Witham Way Country Park and the Boston Cemetery create communal value within the HUCA, however much of the area is used for private residences and thus the value is limited.



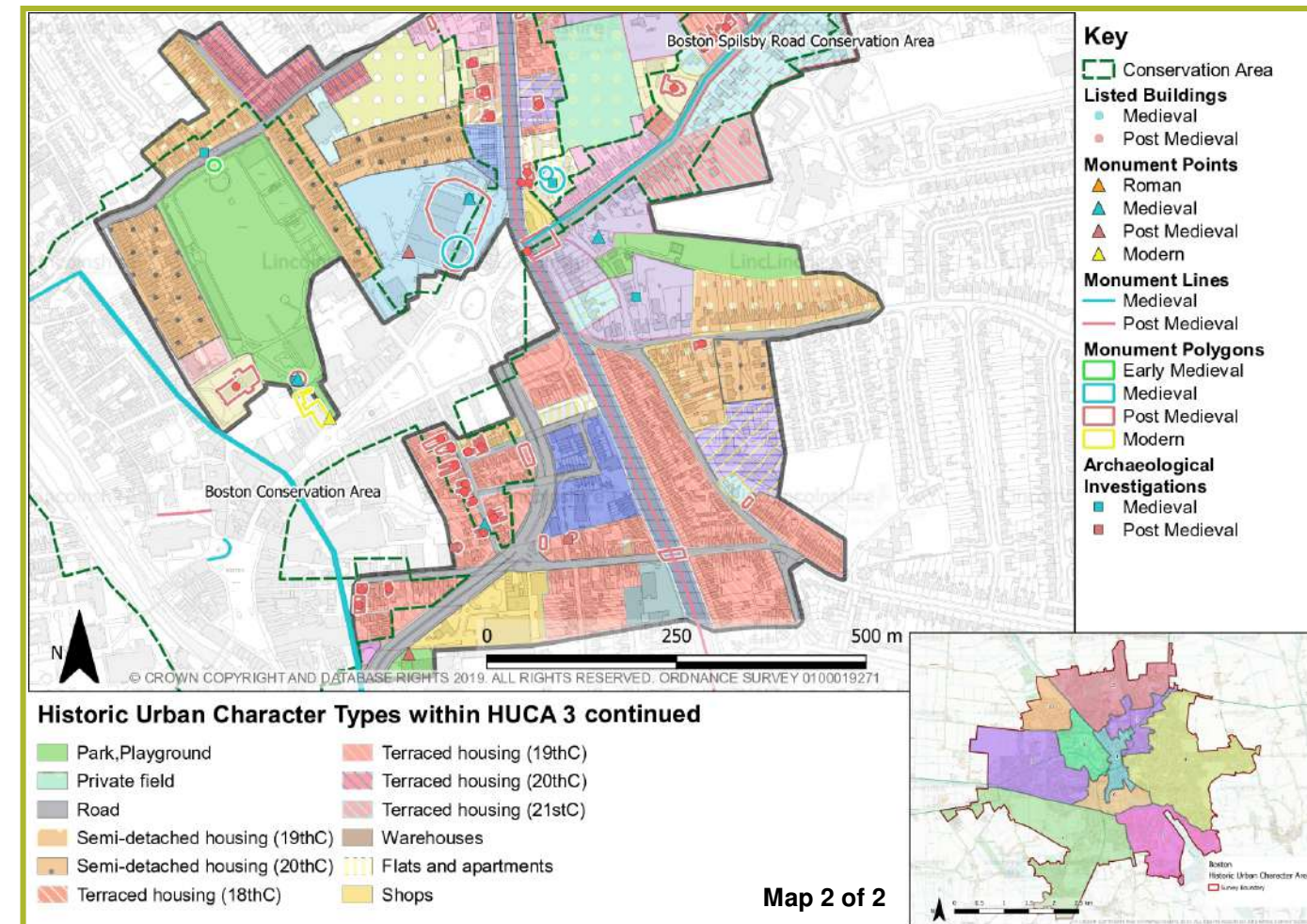
**HUCA 3—19th and early 20th century expansion east**

Key characteristics

- ◆ The character of the HUCA is **primarily residential**, most of which was constructed in the **19<sup>th</sup> and early 20<sup>th</sup> century** as Boston expanded.
- ◆ The housing is a mixture of 19<sup>th</sup> century terraced properties, around **Pen Street** and **Grove Street** which are closer to the town in **planned residential grid streets**. The character of these streets are **Victorian terraces**. A large portion of this historic street pattern has been truncated by John Adams Way.
- ◆ Spilsby Road is a **Conservation Area**, was designated in **1971** and has **larger detached 19<sup>th</sup> century properties** built on either side, set into large plots of land with front gardens and driveways.
- ◆ Spilsby Road (HER: MLI13280) is a likely **medieval route** as seen in the 14<sup>th</sup> century map by Gough.
- ◆ Building material is mostly **brick and tile**. The height of the buildings are predominantly **2 storeys**.
- ◆ To the north-west of the HUCA is **Central Park**. The park is surrounded by houses which are largely **Edwardian**, and are close to the road front, with small front gardens and hedged or walled front boundaries. These were constructed to the beginning of the 20<sup>th</sup> century, facing into the newly built park, with ornate bay and sash windows.
- ◆ Listed building Burton Hall (HER: MLI92602, NHLE:1308496) partially dates to the 16<sup>th</sup> century is located in the north-east.

Landscape History

The HUCA in the medieval period was agricultural, the fields within the south of the HUCA backing onto the burgrave plots to the east of the market place. Spilsby Road (MLI13280), was one of the medieval roads out of Boston towards Wainfleet, and thus developments occurred in the medieval period particularly around the entrance of Wide Bargate. The Maud Foster Drain was constructed in the late 16<sup>th</sup> century, this large water way drained some of the surrounding landscape and at the same time possibly caused the truncation of a few earlier roads, which crossed the Scire Beck. Some early houses were constructed along the Maud Foster Drain. Planned grid-development occurred south of Wide Bargate in the early 19<sup>th</sup> century, these streets have since been truncated by the insertion of John Adams Way. Central Park to the west of the HUCA and the surrounding streets were constructed in the early 20<sup>th</sup> century to provide a new green space within the town, following the closure of the parks to the south of the town. The HUCA developed as the town grew out in all directions from the centre.



Note the HUCT Type Key displays all of the HUCT Types within the whole HUCA and do not correspond to individual maps.

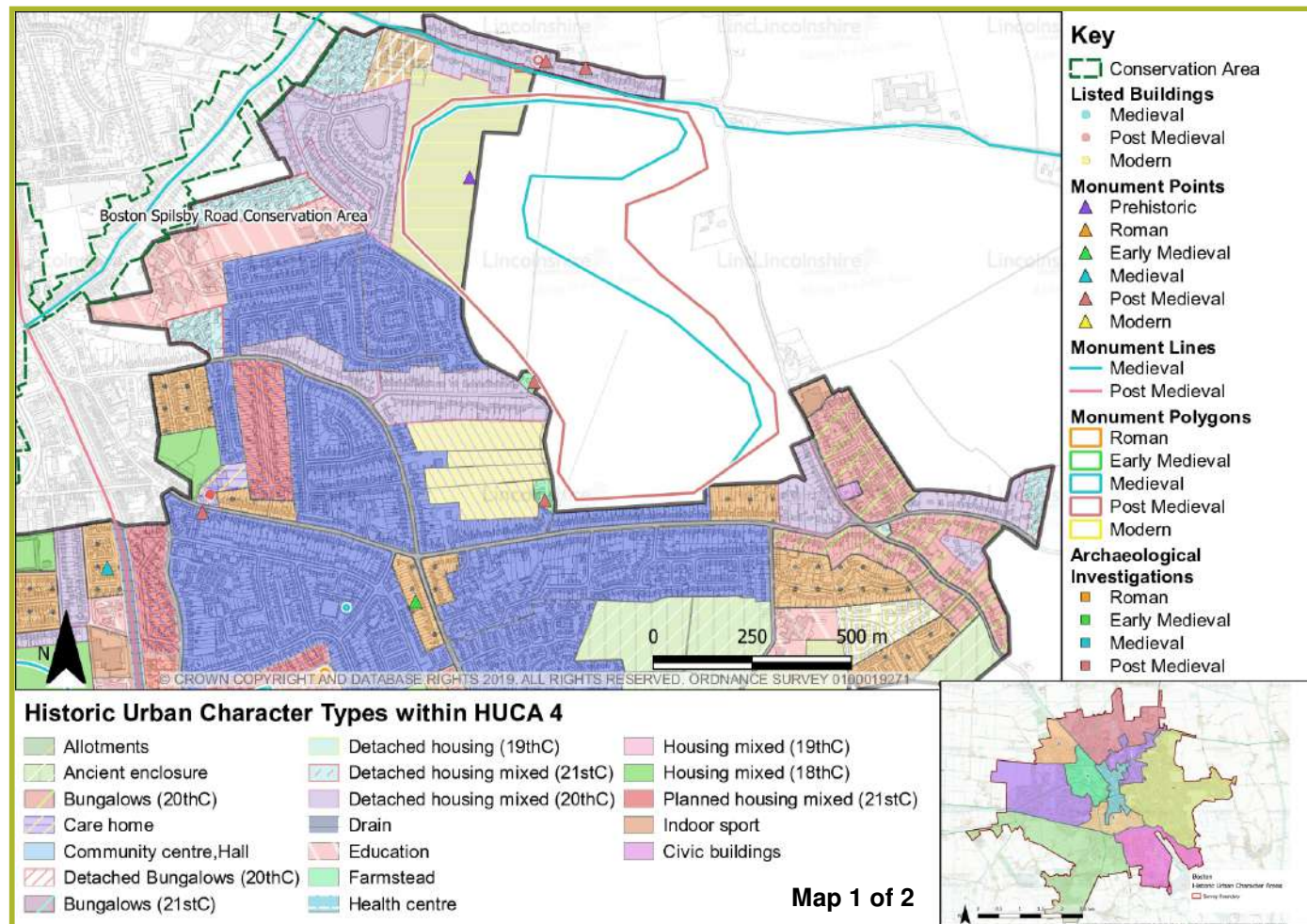


**Evidential Value:** There are several designated and non designated monuments from both the medieval and post medieval periods within the HUCA, there is further potential for as yet undiscovered remains. The presence of the town fields provides information about the early agricultural history of the town. These are not reflected in present day plot boundaries.

**Historical Value:** The developments in this HUCA are reflective of the expansion of Boston in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, when Boston was a town focusing on industry and the need for workers housing was great. Larger houses for the wealthier residents of Boston were constructed on Spilsby Road. There are also a small number of 19<sup>th</sup> century non-conformist churches within the HUCA, dozens of which were founded in the 18<sup>th</sup> and 19<sup>th</sup> centuries around the town.

**Aesthetic Value:** The character area represents 19th and early 20th century development. Spilsby Road has a consistent character of large Victorian villas. Pen and Grove Street are mostly Victorian terraces, although their character and layout has been affected by the insertion of John Adams Way. Central park has a strong red brick Edwardian character. The strength of this character area contributes positively to Boston.

**Communal Value:** There is limited communal value within the HUCA, Central Park and the presence of the 19<sup>th</sup> century churches do contribute to the community, however the HUCA is predominantly residential in nature.



**HUCA 4—20th century suburban expansion east**

Key characteristics

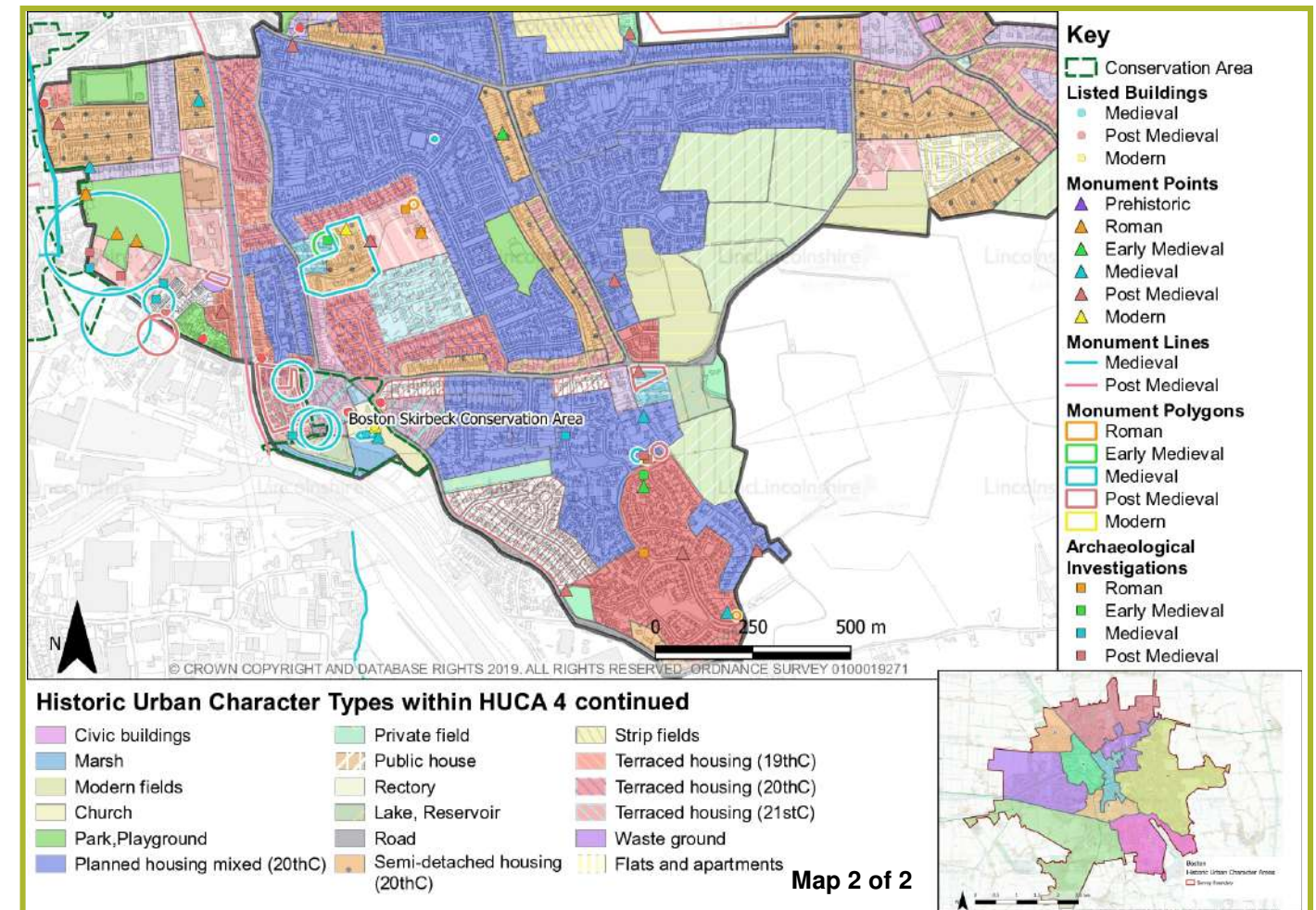
- ◆ The character largely comprises **planned residential developments**, the majority of which took place in the latter half of the 20<sup>th</sup> century, early 20<sup>th</sup> century development took place to the east of the town centre mostly to the west of the Maud Foster Drain.
- ◆ **Ribbon development** is extant along the main routes out of the town, constructed in the **first half of the 20<sup>th</sup> century** along Eastwood, Wainfleet and Lindis Road.
- ◆ **Skirbeck Conservation Area** (designated in 1969) falls within the HUCA, this conservation area **contains St Nicholas' Church** which is one of the oldest structures in Boston. The Conservation Area has been impacted by 21<sup>st</sup> century development and has lost some of its historic character.
- ◆ **Boston Football Club** is located on Spayne Road and was constructed during **early 20<sup>th</sup> century expansion east from the town centre**. The journey to the stadium from the centre has been severed by the insertion of John Adams Way. The stadium is **moving to an out of town location**, the 2019-20 season will be the last one spent on Spayne Road.
- ◆ The residential developments mostly have **front and rear gardens**, many also have driveways in front of the house.
- ◆ The street pattern of the planned developments extend from the main roads in long, **winding cul-de-sacs**.
- ◆ Building material mostly **brick, with PVC windows**.
- ◆ Much of the development was defined by early to post medieval field boundaries, remaining fields retain some of these boundaries.
- ◆ **St Johns Church** (HER: MLI12690) was located to the south of the HUCA, however it **was demolished** in the post medieval period, the cemetery has been preserved beneath a modern day playground.

Landscape History

The earliest activity within the HUCA is around Skirbeck, where early medieval activity around the church is recorded. Anglo Saxon remains have also been excavated to the west of St Nicholas Primary School, where two grubenhauser were recorded during excavation. Agricultural activity is likely in the HUCA, particularly to the west of Maud Foster Drain where the town fields were located in the 12<sup>th</sup> and 13<sup>th</sup> centuries. This agricultural activity continued and expanded in the post-medieval period, many 19<sup>th</sup> century farmsteads were located around the HUCA reflecting this land use. The HUCA was developed as the town grew, the latter half of the 20<sup>th</sup> century saw large residential developments being planned and built around the HUCA, this expansion caused Skirbeck to be absorbed into Boston.



View south into the Skirbeck Conservation Area



Note the HUCT Type Key displays all of the HUCT Types within the whole HUCA and do not correspond to individual maps.



20th century housing in HUCA 4



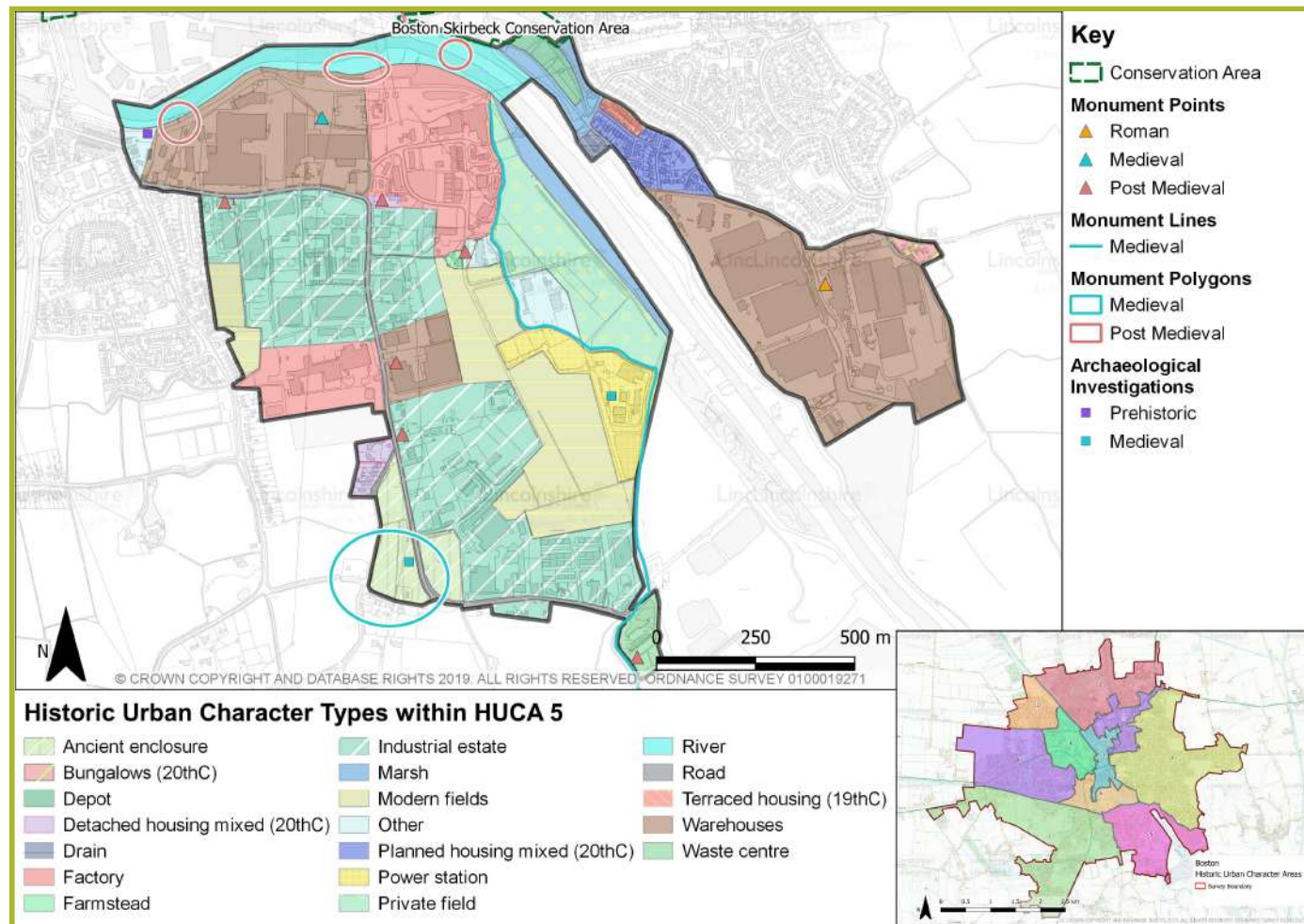
Bungalows on Freiston Road

**Evidential Value:** The Roman, early medieval and medieval archaeological records within the HUCA make a strong contribution to the wider history of Boston. Excavation could possibly highlight further archaeological remains. However much of the residential development took place between 1950 and 1975, as a result there has only been a small amount of archaeological investigation prior to construction, therefore some of the possible remains may have been truncated.

**Historical Value:** Some of the earliest history in the town is recorded within this HUCA. There is a higher concentration of early medieval archaeology in this HUCA than anywhere else around Boston. St Nicholas' Church is documented in the Domesday Book and Skirbeck is likely one of the earliest settlement areas in the study area.

**Aesthetic Value:** The developments which have taken place in the latter half of the 20<sup>th</sup> century have masked much of the historical character. Some of the developments have taken place on a field by field basis, preserving some of the field pattern in the property boundaries, however these are not easily legible in the streetscape. The character of the buildings are a mixture of 20<sup>th</sup> century styles. The Skirbeck Conservation Area has been developed in the 21<sup>st</sup> century and lost some of its historic character.

**Communal Value:** The 20<sup>th</sup> century residential nature of the HUCA limits the communal, spiritual, symbolic and commemorative value of the HUCA. The Boston Football Club on Spayne Road and the journey to it from the centre potentially possesses significance for the people of Boston. The truncation of the route to the stadium, has possibly altered this significance.



## HUCA 5—20th century industrial

### Key characteristics

- ◆ HUCA 5 is characterised by late 20<sup>th</sup> century industry comprising large warehouses and factories.
- ◆ The large industrial units are broken up by scrub, hedges and grass verges which softens the industrial character.
- ◆ The HUCA extends over both sides of the Haven; the riverside being a quintessential location for industry. The industry has continued to develop from the 19<sup>th</sup> century industry to the north of the Haven in HUCA 6.
- ◆ Skirbeck Conservation Area borders the HUCA, and has views in to the HUCA over and along the Haven.
- ◆ There are many 19<sup>th</sup> century farm houses in the HUCA. Some of these have been preserved and are either still used residentially or are used as part of the commercial industry around the area.
- ◆ The warehouses and factories are as a rule 2 storeys high with few windows and are constructed with a mixture of brick, concrete and corrugated iron, as well as steel support structures.
- ◆ The Roman Bank (HER: MLI97710) is a 4km long sea defence which stretches across much of the region, it is thought to be early medieval or medieval, and its construction would have created more useable land in this period.
- ◆ Some of the field pattern is still visible in the more recent developments.

### Landscape History

The character area, prior to development, was agricultural, the field pattern likely originated in the early medieval period was characterised by ancient enclosure with irregularly shaped fields of varying sizes. The Roman Bank was an early medieval attempt to constrain the Haven and make the surrounding land more useable. The Haven was again altered in the 19<sup>th</sup> century as in the preceding centuries it had become very shallow and full of silt, making navigation by ship impossible. Work began in 1830 to straighten and deepen the Haven, it took 50 years to complete and meant that it was much easier for boats to access. The former course of the river became agricultural land and another bank was erected to protect the land from flooding. The industrial estate has been growing slowly throughout the second half of the 20<sup>th</sup> century, extending south from the already extant industrial area to the north of the Haven. On the western edge of the Haven the 1889 map records a rifle range, by the 1905 OS map this had been turned into saltings, much of the coast of the estuary was used for a salting in the early 20<sup>th</sup> century.

View west towards HUCA 5 and 6

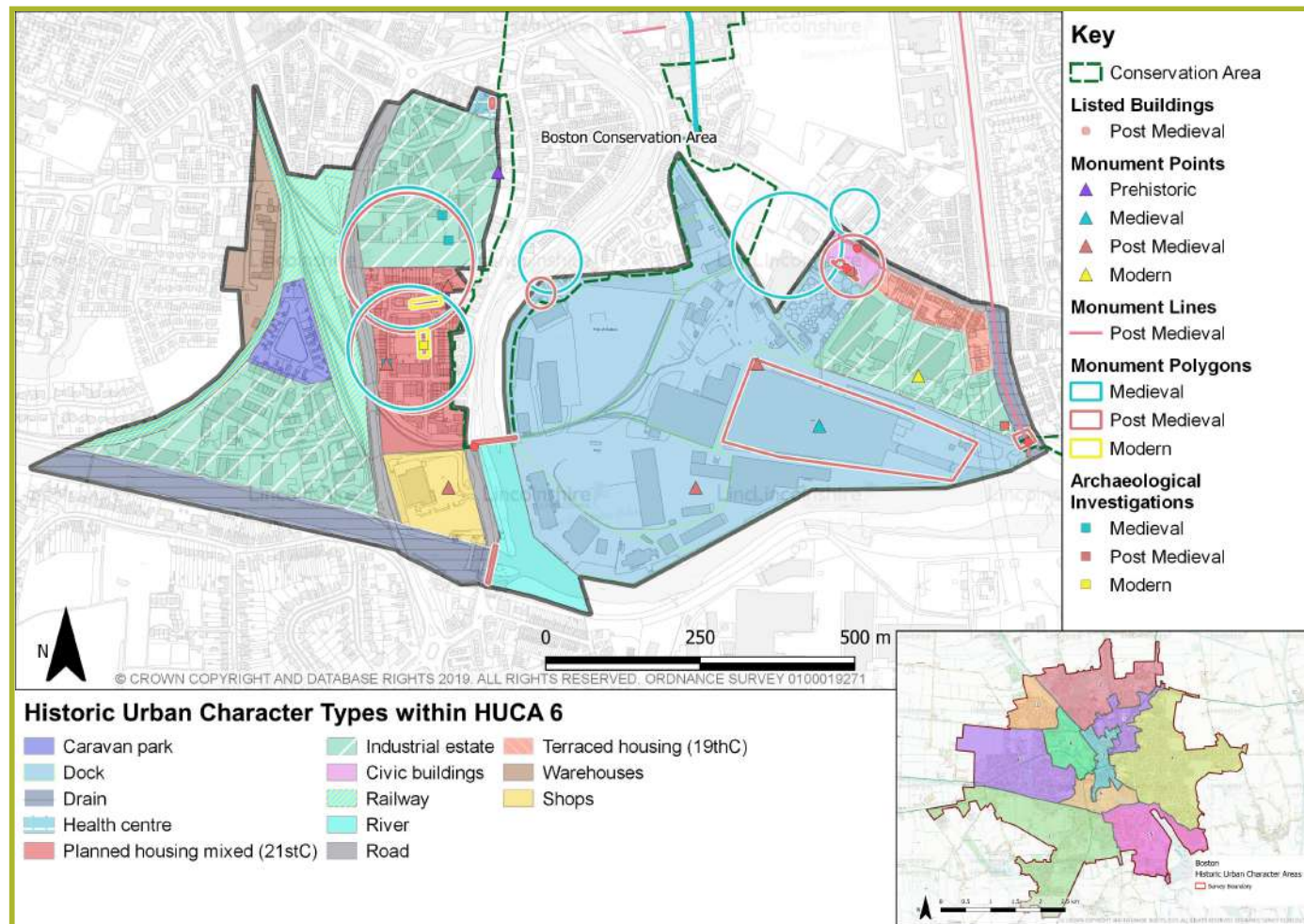


**Evidential Value:** There are heritage assets within the character areas which can help us understand the wider history of the town, these assets include (HER: MLI12724, MLI12975) which provide a small level of information on the largely unknown Roman period in Boston. The Roman Sea Bank demonstrates early medieval / medieval activity in the HUCA, its construction would have altered the way in which the landscape was utilised. Scattered finds from the medieval period highlight further activity (HER: MLI80717, MLI12657). The 19<sup>th</sup> century farmsteads recorded in the HER represent the HUCA's agricultural past during the post-medieval period.

**Historical Value:** There are few heritage assets within the character area, those that do exist have been subsumed by 20<sup>th</sup> century development. There are 3 monuments relating to wrecked vessels (HER: MLI97542, MLI97543, MLI97544), contributing to the wider narrative of Boston and its trading history. The Roman Bank is significant within this region as a relatively early sea defence which has affected how the land has been used since its construction.

**Aesthetic Value:** The historic agricultural character of the HUCA has been severely impacted by 20<sup>th</sup> century industrial development. The 19<sup>th</sup> century field pattern is preserved in some of the property boundaries of the industrial units, however the majority of them have been removed to make way for the large warehouses with associated parking and offices.

**Communal Value:** The industrial nature of the HUCA does not contribute to the commemorative, social or symbolic values within the town.



## HUCA 6—Boston Dock and 19th century industrial

### Key characteristics

- ◆ Heavily industrial in character, with a mixture of industry from the 19<sup>th</sup> and 20<sup>th</sup> centuries.
- ◆ HUCA comprises the **Boston Dock**, **Redstone Industrial Estate** as well as a caravan storage park and some 21<sup>st</sup> century flats.
- ◆ Large **industrial equipment** and buildings are prominent within the HUCA., including silos, cranes and warehouses.
- ◆ Some of the former 19<sup>th</sup> century dock buildings remain, however many have been replaced by more practical modern units.
- ◆ Height of building within the HUCA is mostly 2-3 storeys, the material is a mixture of **brick, concrete** and **steel**.
- ◆ The 19<sup>th</sup> century industrial buildings and 21<sup>st</sup> century residences are chiefly brick.
- ◆ The residences are mostly 21<sup>st</sup> century terraces and flats to the west of the River Witham. Effort has been made to make the 21<sup>st</sup> century developments reflect 18<sup>th</sup>/ 19<sup>th</sup> century townhouse style.
- ◆ The HUCA borders **Boston Conservation Area** and **Skirbeck Conservation Area**.
- ◆ **Former workhouse** (HER: MLI92797, NHLE: 1388982) extant within HUCA, it has been absorbed into wider 20<sup>th</sup> century industrial dock landscape, it is **immediately flanked by large silos** which have impacted its setting.
- ◆ Johnson's Seeds, were an important company in the HUCA in the 20<sup>th</sup> century (HER: MLI83936), the warehouses belonging to the company are no longer extant and the site has since been redeveloped for housing.

### Landscape History

HUCA 6, in the medieval period and most of the post medieval period was an agricultural area. From the post-medieval period the agricultural fields were interspersed with windmills, these are seen in the 1741 map of Boston. In 1832, Bath Gardens was founded on the eastern edge of the Haven, this park included areas for swimming and walking. Some of the buildings are still extant. The park was extended in 1871, and the Peoples Park was founded. As the need for a new dock became apparent in the 19<sup>th</sup> century, development increased with the insertion of the docks, and warehouses which were located on either side of the river bank. London Road, on the east of the river was the earliest to be urbanised in Skirbeck Quarter, these buildings include the Quayside Hotel (formerly the Ship Inn), and the demolished Crown and Anchor (has since been demolished). The introduction of the railway prompted further growth within the HUCA and the dock was connected up to the main line. The two public parks which were located on the eastern bank of the Haven were removed at the end of the 19<sup>th</sup> century and the land has been part of the docks since that time. The 20<sup>th</sup> and 21<sup>st</sup> centuries has seen more redevelopment of the HUCA, this is predominantly on the west of the HUCA.



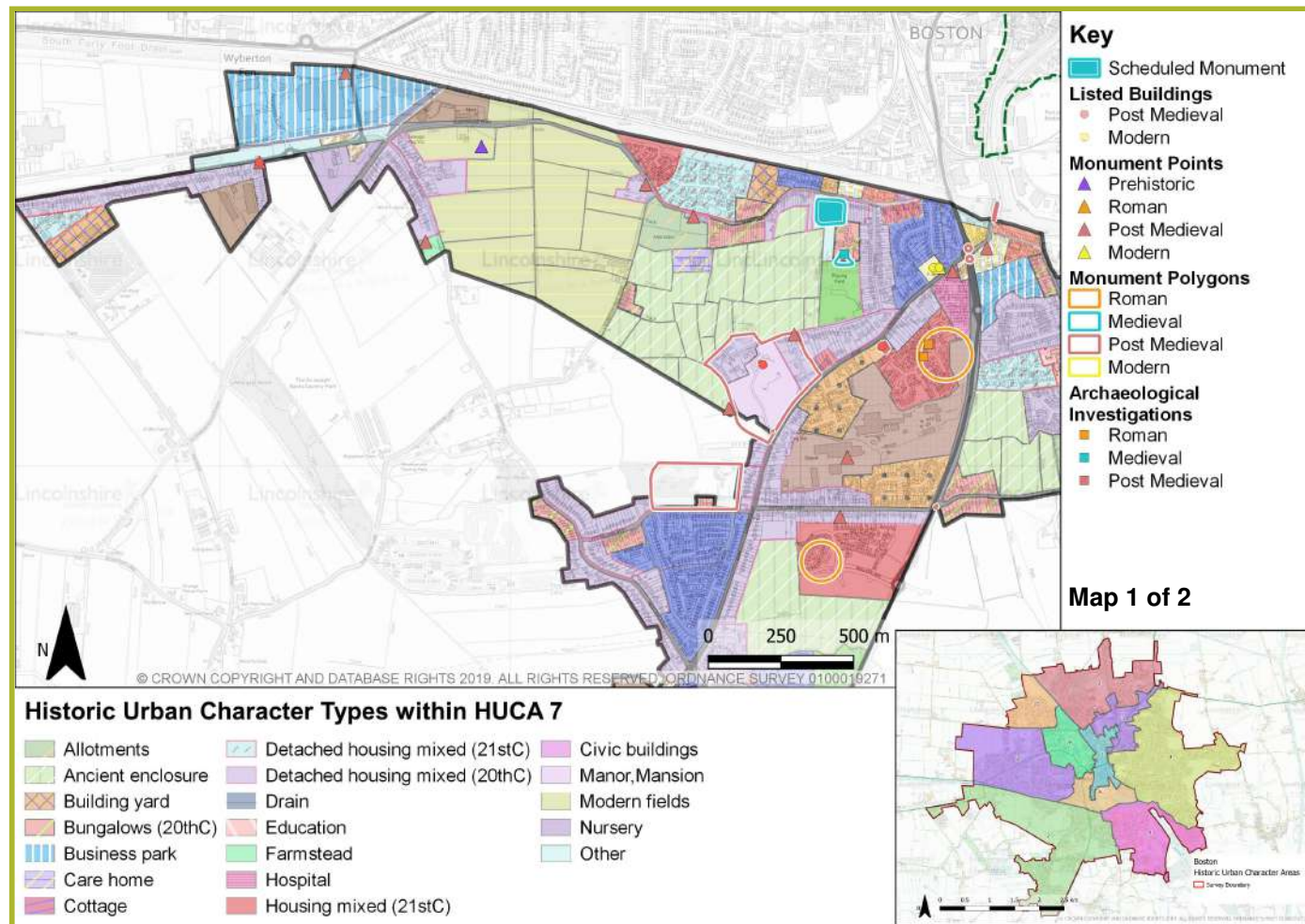
**Evidential Value:** The heritage assets within the character area contribute to the history of the development of the town, particularly the industrial expansion and subsequent redevelopment of Boston Dock in the post-medieval and modern periods. The Black Sluice (HER: MLI83227), Maud Foster Sluice (HER: MLI88928), and the Swing Bridge (HER: MLI88968) highlight the constant and historic relationship between the town and the surrounding fen environment.

**Historical Value:** The character area makes a contribution to the wider history of Boston, particularly our understanding of 19<sup>th</sup> century industry and development. The presence of the workhouse contributes to our understanding of society in post-medieval Boston. Boston has been shaped by its environment through the management of water, and this relationship is highlighted within this HUCA.

**Aesthetic Value:** The HUCA initially became industrial in the post-medieval period, some of this history has been obscured by 20<sup>th</sup> century industrial redevelopment which has removed some of the character earlier periods. However, there is still a good amount of historic character. The 21st century town houses are sympathetic to the wider character of Boston.

**Communal Value:** The predominantly industrial character of the HUCA makes a limited contribution to the communal value of the town.





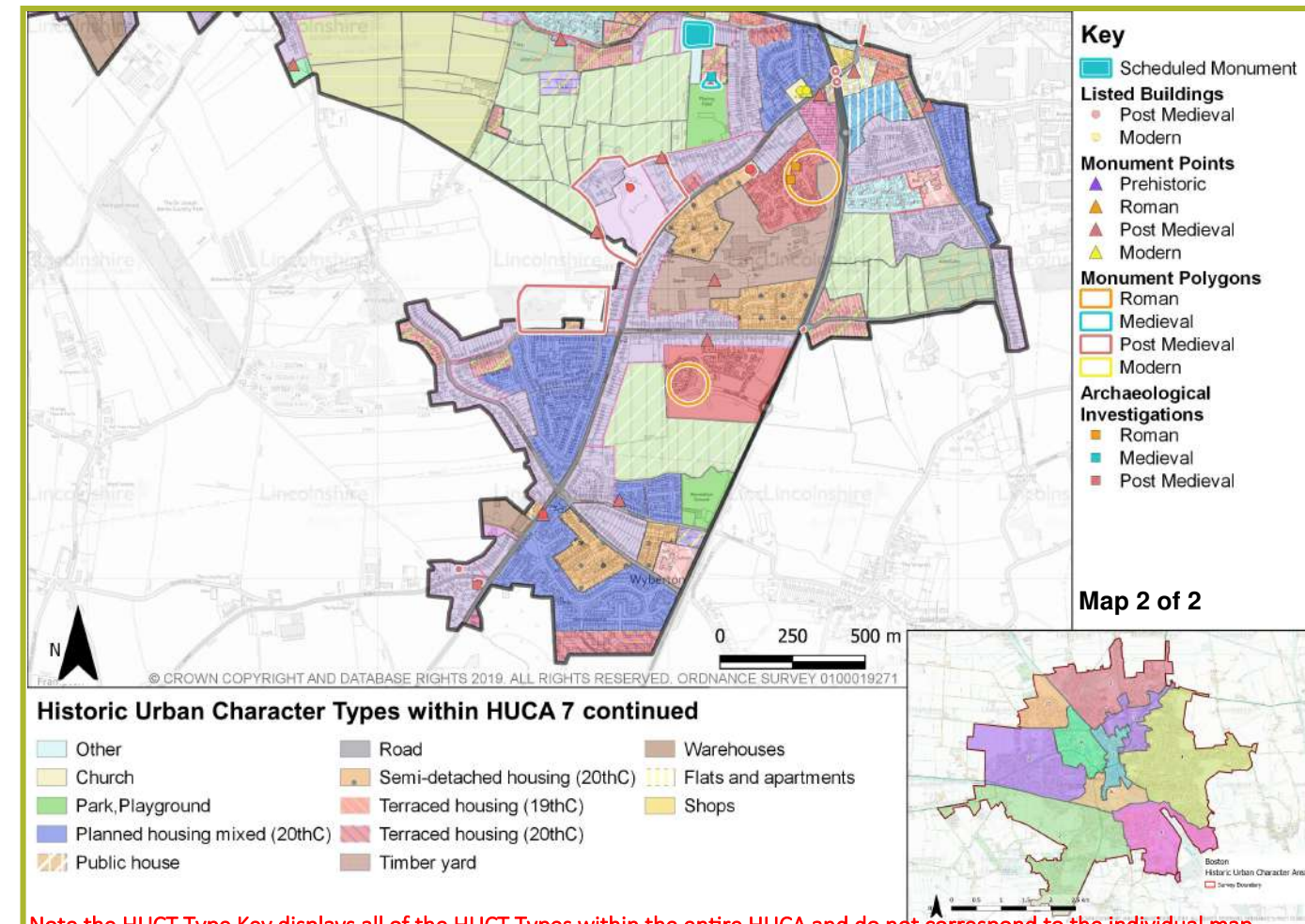
### HUCA 7—Skirbeck Quarter and south west Boston

#### Key characteristics

- ◆ The HUCA, which is separated from the main town by the South Forty Foot Drain and the Haven is a suburb of Boston and is a combination of 20<sup>th</sup> residential and agricultural land.
- ◆ Residential character is a variety of housing from the 20<sup>th</sup> century; ribbon development, detached housing and bungalows as well as inter-war houses are seen throughout the HUCA. Most of the later 20<sup>th</sup> century housing is planned developments.
- ◆ The dominant building material is red, buff and brown brick with tile roofs and PVC windows.
- ◆ Most of the residential areas have a front garden, driveways and some are separated from the road by a grass verge or path.
- ◆ Height of buildings is largely 1 to 2 storeys.
- ◆ A scheduled medieval moated site (HER: MLI10028, NHLE: 1019528) is located on Wyberton West Road, and has been subsumed into the residential suburb with houses on most sides.
- ◆ Agricultural land is flat and divided by hedges and some of the historic field boundaries survive.
- ◆ There are some scattered industry buildings around the HUCA.

#### Landscape History

Roman seasonal settlement remains have been recorded within the HUCA, demonstrating some of the earliest occupation evidence within the study area. Initially some of the character area was likely marsh and fen, however there is visible medieval irregular field patterns are visible in both the east and the west of the HUCA. In the 18<sup>th</sup> century much of the surrounding area was reclaimed for agriculture leading to the establishment of field boundaries in former open land. The transformation of larger areas to agricultural land from marsh caused farmsteads to be established and many of the heritage assets around the HUCA are 19<sup>th</sup> century farmsteads. West Skirbeck House (HER: MLI90061, NHLE: 1388923) and associated parkland (HER: MLI98398) date to the 19<sup>th</sup> century, and are located to the west of London Road. This house was converted into flats in the 20<sup>th</sup> century. HUCA 7 has been developed over the past century residentially, this initially occurred as ribbon development along the major roads between 1925 and 1950. By the latter half of the 20<sup>th</sup> century the developments were expanding into planned housing estates with cul-de-sacs and connecting roads. These were inserted into the fields behind the extant development.



Note the HUCT Type Key displays all of the HUCT Types within the entire HUCA and do not correspond to the individual map.

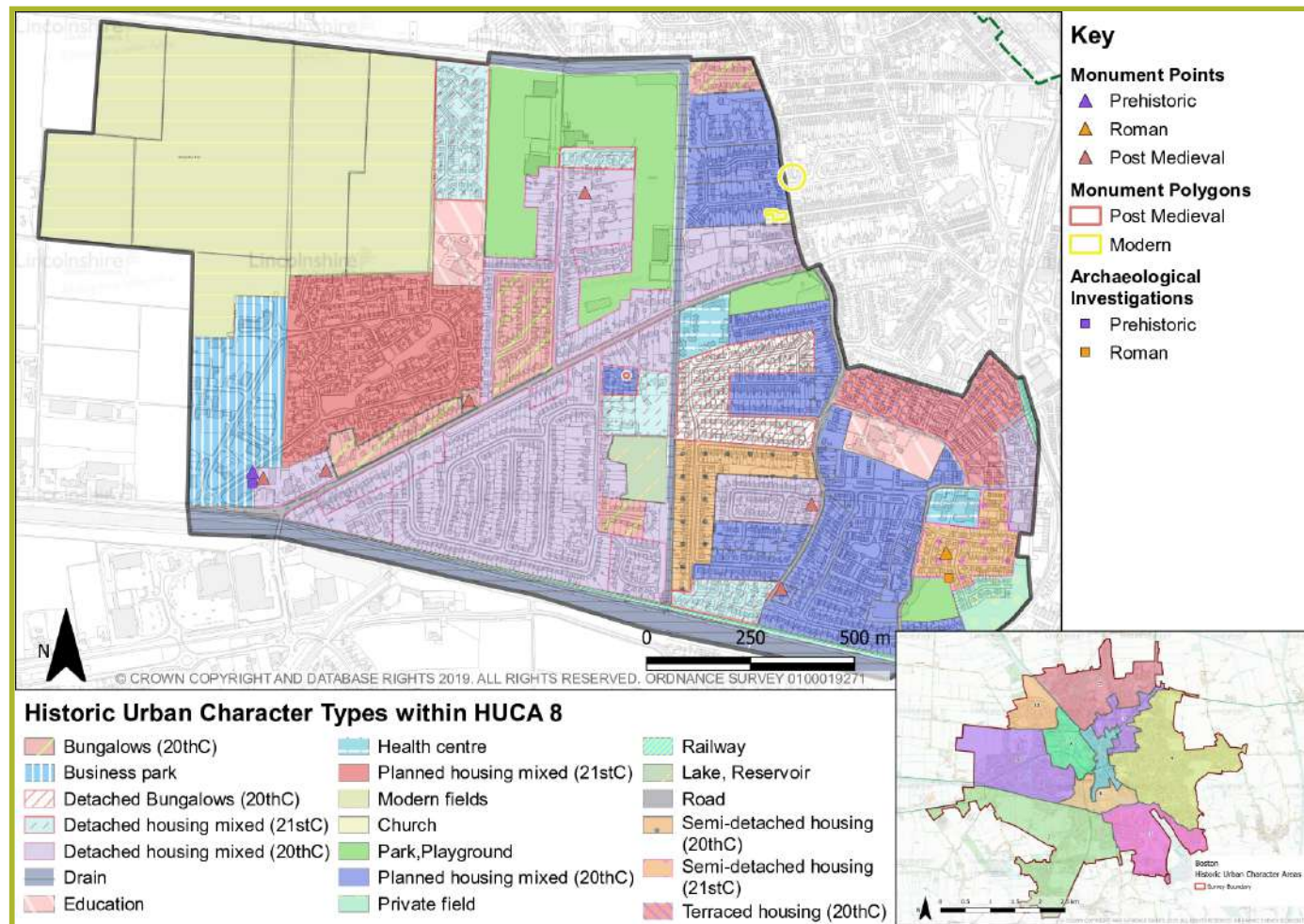


**Evidential Value:** The heritage within the HUCA contributes to the wider history of Boston and has the potential, through further investigation to yield more information about the history of the town. The record of prehistoric (HER: MLI12630, MLI12629) and Roman remains (HER: MLI83569, MLI88847) indicate that some form of activity took place within the town in these periods. The scheduled moated site also requires more analysis to fully contribute to the wider history of the town.

**Historical Value:** The HUCA was historically agricultural and marsh and makes a small contribution to the historic development of the town, particularly its history of land drainage schemes. The 20<sup>th</sup> century suburbs have altered the legibility of some of the historic field patterns, however much of the pattern is still visible.

**Aesthetic Value:** To the east of the HUCA the field pattern is preserved, and some of the residential developments have maintained the boundaries, these are not however, visible on the ground. Mixed 20<sup>th</sup> development dominates the HUCA.

**Communal Value:** The presence of the Church of St Thomas (HER: MLI90063, NHLE: 1388920) and the Skirbeck Quarter War Memorial (HER: MLI116229, NHLE: 1434737) contribute to the wider commemorative value for Boston. There are also a number of mid-20<sup>th</sup> century allotments which contribute to the communal value of the HUCA.



## HUCA 8—20th century expansion west

### Key characteristics

- ◆ HUCA is predominantly **mid-late 20<sup>th</sup> century residential** development of former post-medieval agricultural land.
- ◆ The buildings are in a variety of styles, reflecting the theme at the time of construction, however the residential character is consistent throughout.
- ◆ Early– mid 20<sup>th</sup> century development occurred along the main roads and adjacent to the North Forty Foot Drain, the dominant material is brick, houses are mostly **1 to 2 storeys high**, most residences have a **garden and a driveway**.
- ◆ Mid-late 20th century housing is located in **large planned developments**. The material is mixed brick, with PVC windows. Houses are set back from the road behind gardens and driveways
- ◆ **21<sup>st</sup> century residential** developments have taken place on the outskirts of the character area, which are predominantly built in red brick and of 2-3 storeys. **Traditional street furniture, open green spaces, varied housing heights**, as well as details such as **glazing bars, window lintels, house dates** and Georgian style door surrounds provide the developments with **character and interest**. The street pattern is winding and open **with wide grass verges**, some of the parking is located behind the houses.
- ◆ The fields to the north-west of the HUCA have been amalgamated into **larger modern fields** in the mid-late 20<sup>th</sup> century. Some of the former field boundaries have been lost, although the external boundaries have been retained to make larger rectangular fields.
- ◆ An edge-of-town commercial centre has been developed to the west of the HUCA, the buildings comprise **large warehouses** with associated parking.
- ◆ The **boundary between Boston and Holland fen is preserved** in the Woodville Road, which is visible winding north-south in the HUCA map.

### Landscape History

The character area prior to being drained in the 18<sup>th</sup> century was fen and marsh, the North Forty Foot Drain was built in the early 18<sup>th</sup> century. Originally the outfall for the drain was through Lodowick's Sluice, which channelled water into the River Witham, improvements removed this sluice and in the 1760s Cut Drain was added to replace the outfall. Some cultivation took place in the 13<sup>th</sup> century, however by the 14<sup>th</sup> the area had returned to marsh. Following the reclamation the area was organised into rectangular fields. Some of these field patterns endure into present day. However, many have been removed in the wake of several residential developments in the character area, which took place throughout the 20<sup>th</sup> century. The residential character has been formed over the past century.

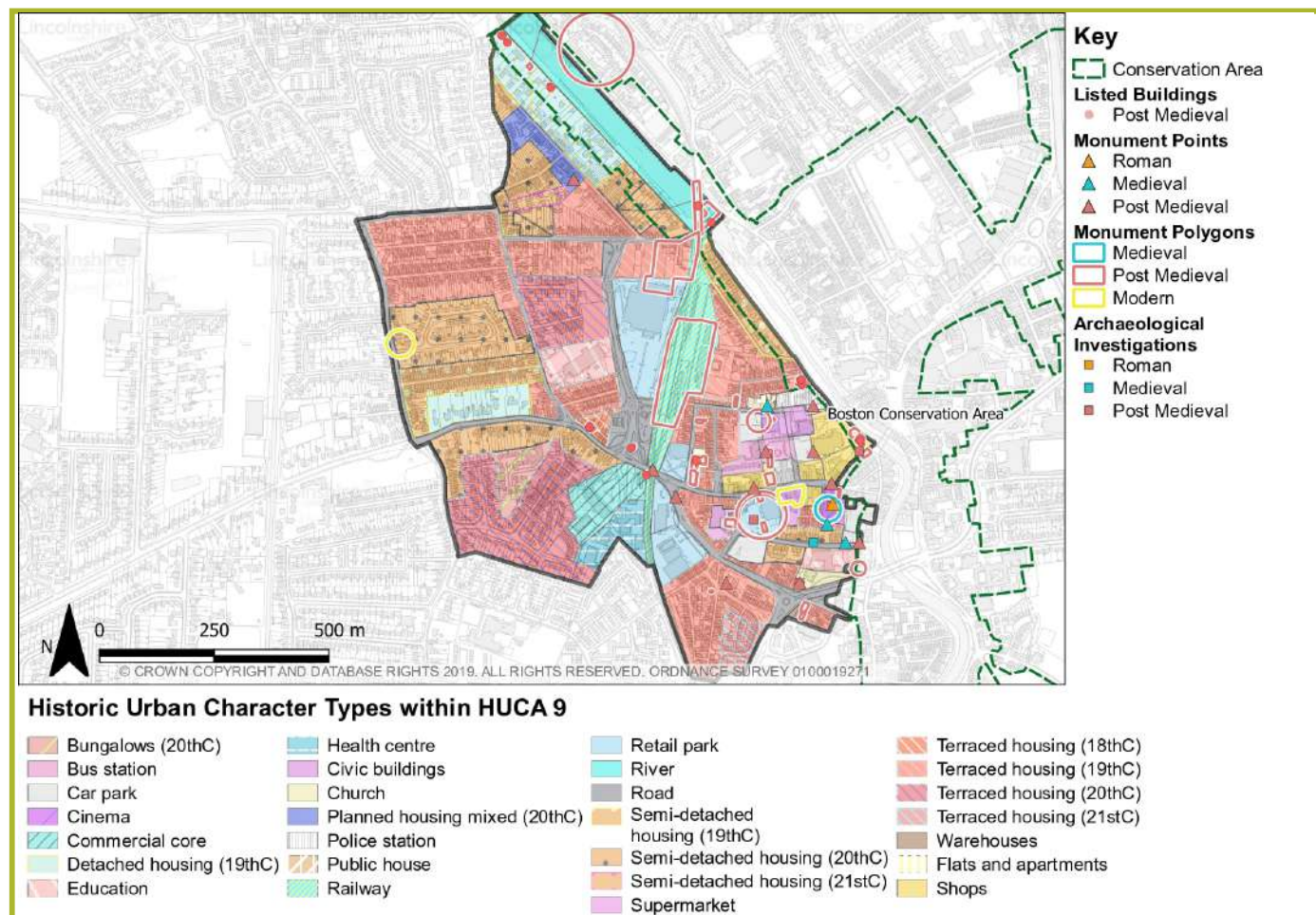


**Evidential Value:** The evidential value of the HUCA is limited by the lack of archaeological investigation which has taken place prior to construction. However, the farmsteads from at least the 19<sup>th</sup> century attest to the character areas agricultural past.

**Historical Value:** The North and South Forty Foot Drain demonstrate the history of reclamation around Boston, as do the windmills within the HUCA (HER: MLI85761). The overall contribution to the wider narrative of Boston is moderate. Brick production was also extant in the late 19<sup>th</sup> century within the HUCA reflecting the high level of use within the town.

**Aesthetic Value:** The aesthetic character of the HUCA is fairly mixed, the residential developments throughout the 20<sup>th</sup> and 21<sup>st</sup> centuries create a mixed picture, although not an unpleasant one, the newer developments are more reflective of Boston's Georgian history. The drains are a physical reminder of the on-going relationship between Boston and the fenland landscape.

**Communal Value:** The predominantly private residential nature of the HUCA does not provide a large amount of communal value, however open green spaces and walks along the connecting water ways do connect the local people to their history.



## HUCA 9—19th century expansion west

### Key characteristics

- ◆ The HUCA reflects the **19<sup>th</sup> century expansion** of Boston, the use is mixed between **commercial** including shops and business parks, **residential** comprising mainly Victorian properties and terraced streets, **civic** including the insertion of the new bus station, the council offices and police headquarters on West Street.
- ◆ The **character is fairly consistent** throughout the HUCA apart from some modern modifications particularly around the **bus station**.
- ◆ The building of the **bus station and car park has completely changed the historic character**, this area was terraced properties like the rest of the HUCA.
- ◆ The terraces are mostly **2 storeys** high with long streets of unbroken housing and **on street parking**, there is no provision made for parking due to the period of construction.
- ◆ The predominant building material is **red brick**, most window **lintels** and **door surrounds** are **highlighted in white paint**.
- ◆ **Larger housing** was built towards the north east of the HUCA, **closer to the River Witham**, these are built in the same style as the terraced properties and are of the same period, however they have more architectural details and larger gardens.
- ◆ Many of the windows and doors have been replaced with modern **PVC alternatives**. Some houses retain their **sash windows** and **wooden doors**.
- ◆ Some of the HUCA falls within the **Boston Conservation Area** see **Boston Conservation Area Appraisal, 2016** and **Conservation Management Plan 2017—2020** for more information.
- ◆ West Street is the main commercial area within the HUCA and contains terraced buildings from the **18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries**, the main height of the buildings is mostly 3 storeys.

### Landscape History

The earliest development within the HUCA was around Lincoln Lane, and along the High Street which are believed to be medieval, religious orders were established to the west of the High Street in the medieval period. The HUCA was partially developed in the area closest to the town, extending from the town it would have then become agricultural, followed by fen. The fenland was drained in the 18<sup>th</sup> century, helped by the straightening of the River Witham and the construction of the Grand Sluice (HER: MLI98913, NHLE: 1389076) the land was then divided into rectangular fields. A large amount of the development in the HUCA occurred in the 19<sup>th</sup> century, built to meet the line of the railway following its construction in 1848. The naming of the streets reflects the construction of the railway. These streets were mostly terraced properties, built for the employees of the railway. New terraced streets were also developed beyond the railway towards the end of the century. Industrial development took place around the railway including the building of a gas works (HER: MLI92060) and warehouses.

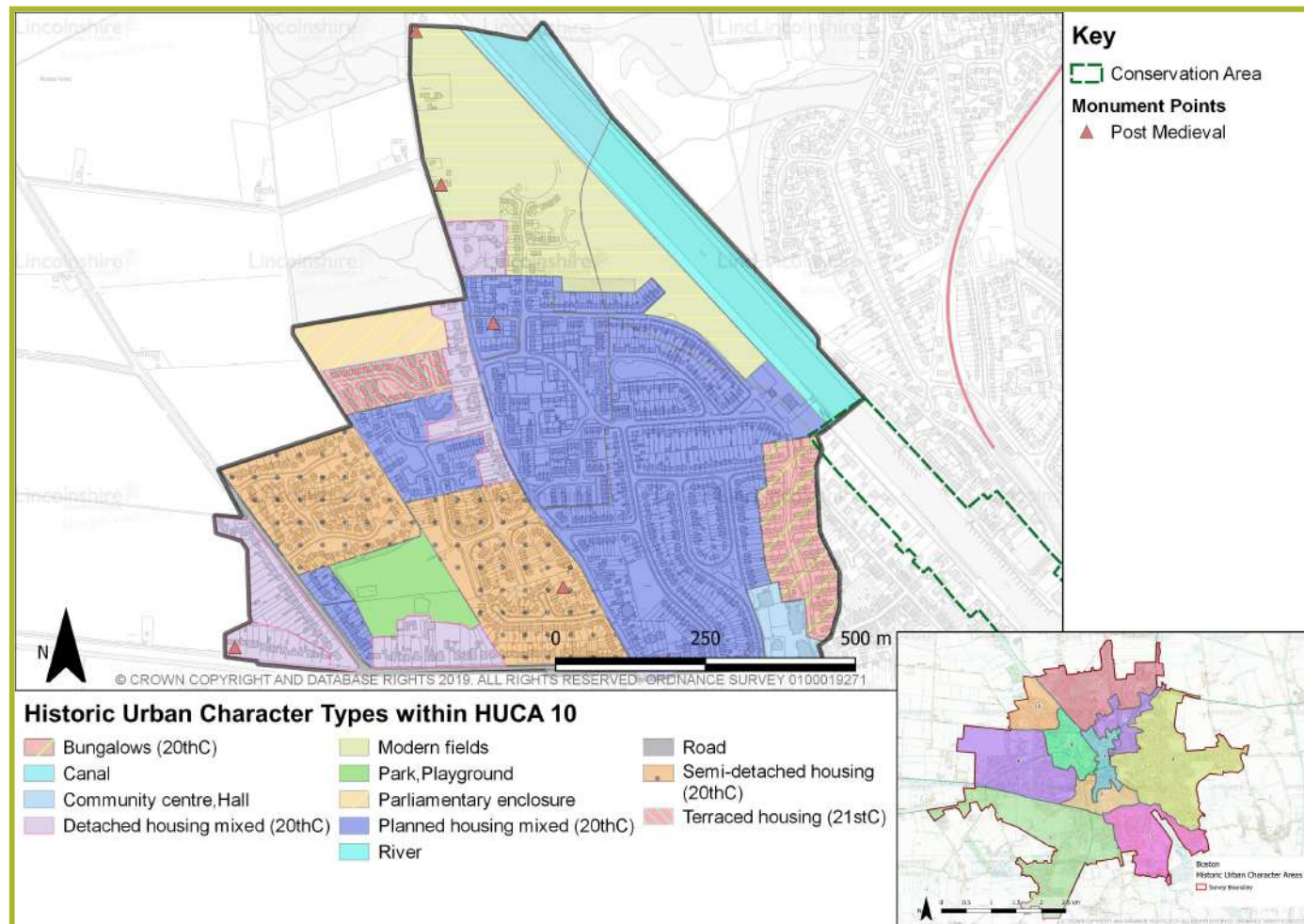


**Evidential Value:** The designated, non-designated and general built environment within the HUCA all contribute to the wider history of Boston. The presence of the Carmelite friary south on West Street (HER: MLI82849), the railway (HER: MLI91980), the new streets associated with it, and the eventual redevelopment of some 19<sup>th</sup> century streets all contribute to the wider history of the town.

**Historical Value:** The insertion of the railway did much for the prosperity and growth of the town. This narrative is clearly visible in the character area, which grew as a direct result of the railways construction. The bus station, is not sympathetic to the town and also disrupts the character of the HUCA. It does demonstrate 20<sup>th</sup> century redevelopment of the town. The story of the HUCA is significant to the story of Boston as a whole. The grand sluice also provides information on the history Boston's relationship with the River Witham which has shaped its history.

**Aesthetic Value:** The character of the HUCA is fairly consistent comprising Victorian housing, mostly in red brick with slight architectural differences detectable around the HUCA. West Street is more commercial in character, the dominant material is red brick and the buildings are terraced, although at different points in time creating variety and interest. The bus station and associated car park is one of the main entrances into the town, and its appearance does not contribute to the towns character.

**Communal Value:** The HUCA is chiefly residential, however the inclusion of public amenities such as the train and bus station, the municipal offices (HER: MLI98391) and the row of shops and public spaces on West Street enhance the communal and social value of the HUCA.



## HUCA—10 Early -mid 20th century estate development

### Key characteristics

- ◆ The HUCA is characterised by early– mid 20<sup>th</sup> century developments, many are part of interwar council estate developments.
- ◆ Housing is built in groups of very similar styles; bungalows are all within one area, semi-detached and short rows of terraces are also built in groups.
- ◆ The housing type includes short terraces and semi-detached housing built with brick and white render with red detailed patterns on the front, the style of render varies throughout the estate, creating interest and continuity.
- ◆ Houses are set back from the road with small grass gardens to the front and longer gardens to the rear.
- ◆ Brick built bungalows on Carlton Road aligned in groups of three and are set into small surrounding gardens.
- ◆ Later 20<sup>th</sup> century housing is a variety of detached, semi-detached and short terraces, again mostly built in groups of similar housing. 1-2 storeys and built using brown or buff brick.
- ◆ The boundary between Boston and Holland Fen is preserved in the form of Fenside Road, visible as a main north-south road in the HUCA map.

### Landscape History

Prior to large planned development taking place throughout the 20<sup>th</sup> century the HUCA was used for farming following reclamation in the 18<sup>th</sup> century. The land closest to the town was also possibly used agriculturally since the medieval period. The straightening of the River Witham in the late 18<sup>th</sup> century made the surrounding land useable for agricultural purposes (See HUCT maps). The field pattern comprised straight boundaries and small rectangular fields, these are no longer legible following the residential development. The area was heavily developed during the 20th century to fulfil the demand for new housing within the town.



**Evidential Value:** The archaeological record within the HUCA is not well understood. The straightening of the River Witham was pivotal to the history of the town. The presence of 19<sup>th</sup> century farmsteads (HER: MLI121302, MLI108901, MLI121294, MLI121295) attest to the HUCA's agricultural history.

**Historical Value:** The straightening of the River Witham and reclamation of the fenland occurred in this region of Boston, however this narrative is not legible in the character area and its heritage assets.

**Aesthetic Value:** The aesthetic character of the HUCA is consistent in some of the HUCA. Some of the residential developments in the latter half of the 20<sup>th</sup> century do not conform to strong character created the early-mid 20<sup>th</sup> century developments. The streets demonstrate defined differences which does provide an understanding of place within the HUCA.

**Communal Value:** The predominantly private residential nature of the HUCA does not provide a large amount of communal value.

## DISCUSSION

### HISTORIC BACKGROUND

The prehistoric period in Boston is not well understood, partially because the prehistoric land surface is buried several metres below the modern-day level and the usual level of modern exploration. Sporadic artefacts from the prehistoric period have been recovered, including axes, palstaves and flints, however, these alone are not enough to indicate that settlement occurred, and the current understanding is that it is unlikely that the Boston area was occupied at this time. More is known about Boston in the Roman period; evidence for 2<sup>nd</sup>-3<sup>rd</sup> century wheat and spelt processing as well as evidence for boundary ditches have been recorded within the survey boundary, indicating probable seasonal settlement.

Remains from the 8<sup>th</sup>-10<sup>th</sup> century provide evidence of local activity dating to the early medieval/ Anglo Saxon period. The evidence recorded near St Nicholas' Church in Skirbeck and further archaeological remains east of the town centre suggests a probable settlement with domestic waste such as animal bone and cereal grain as well as pottery assemblages. The name 'Skirbeck' (bright stream) is also thought to date to the 9<sup>th</sup> century, suggesting that the founding of the settlement dates to this time. Skirbeck is listed in the Domesday Book under two lords: Eudo, Son of Spirewick and Count Alan. Count Alan had the larger estate of the two which included a large amount of agricultural land, fisheries and two churches, one being St Nicholas' and the other is thought to be St Botolphs.

Boston became very prosperous in the 12<sup>th</sup> and 13<sup>th</sup> centuries, leading to much development and new growth. The success of the town was its role as a port at the mouth of the River Witham and The Wash, here it was perfectly positioned to become an important player in European trade. Boston's economy was enhanced further by the arrival of the Hanseatic League who helped it to achieve Hanseatic town status in 1260. Boston's main export was wool, however, hides, wheat, ale, peas and lead were also exported. In turn wine, spices, cloth, wax, fur and amber were common imports into Boston. Boston became a 'Staple Town' for wool in 1369 forcing all regions which were part of the staple to send their wool through Boston to be taxed and exported internationally. Boston fair became one of the most important in England, the need for storage and accommodation space increased development in the town with many new buildings being constructed to meet demand. Many properties also came with privileges such as the right to bring a cart into the town without charge. New incomers to Boston in this period included many religious orders; the four main friaries to establish themselves in Boston included the Dominican, Franciscan, Carmelite and Augustinian. These friaries were located all around the town, including to the east of the River Witham on South Street, Grey Friars Lane and to the west of the river on High Street. The property boundaries extended from the main streets (High Street, Market Place, South Street in long, thin strips of land called burgage plots, which had probably been planned and measured out intentionally to make the most profit out of the limited space in the town centre. On the east of the river, the town was mostly hemmed by the Barditch which defined the extent of the plots. Guilds were formed in Boston in the medieval period which would regulate trade, host business events, pray for deceased members, and perform many varied civic duties. The guilds made a large contribution to the town through the development and construction of the town and its buildings. One of the most well-known guild buildings is St Mary's on South Street, which is also the oldest brick building in Boston. Brick, an expensive material in medieval England, was adopted very early as a dominant building material in Boston. The technology was commonly used in Europe from the medieval period and was imported with the large numbers of merchants who settled and worked in the town. Hussey Tower was another such building to be constructed with brick as a show of wealth and power. Further demonstrations of wealth and prestige are visible around the town, the most imposing of which is St Botolph's Church, construction of which started in the 14<sup>th</sup> century, the tower (affectionately known locally as the Stump) stands at 272 feet high, its huge proportions a direct result of the prosperity of the wool trade and strong economy.

Trade began to decline in the 14<sup>th</sup> and 15<sup>th</sup> centuries as the wool trade began to contract, and this combined with the temporary withdrawal of the Hanseatic League as well as increased flooding of the Foss Dyke and River Witham, caused Boston's economy to take a steep dip in the following centuries, leading to fewer developments and a period of near-stagnation for the town. The upheaval which occurred with the religious reforms imposed by Henry VIII, combined with Boston's weakened economy made the 16<sup>th</sup> century turbulent for the town; all of the friaries were closed and given to followers of the king, and the guilds, which were vital to the growth of the town, were also dissolved. Through intervention by the Duke of Suffolk, Henry VIII granted Boston a charter in 1545 to establish the Boston Corporation, an institution which would carry on for the ensuing centuries in the role which had formerly been filled by the Boston Guilds in the preceding centuries.

The economy once again began to expand in the 18<sup>th</sup> century following an increase in new water management schemes such as the straightening of the River Witham and the construction of the Grand Sluice to the immediate north of the town. These improvements built upon previous drainage efforts including the construction of the Maud Foster Drain which occurred in the late 16<sup>th</sup> century. The land surrounding the town created held rich agricultural soils due to the draining of the soil and the minerals left behind, and the town once again began to prosper, this time by virtue of the corn trade. New machinery for the recently expanded trade began to be produced locally, leading to more efficient harvesting. Industries began to develop around the town including feather processing and feather bed manufacturing, milling and rope production among others. The construction of the new Boston Dock to the south of the town centre and the railways to the west of the town centre, in the 19<sup>th</sup> century, cemented these areas as industrial concentrations within Boston. The foundation of the railway encouraged new growth by means of infill between the town centre and the railway line, predominantly with new terraced housing for the personnel of the railway company which quickly became one of the largest employers in the town.

Religion was also a driver of growth within the town, which was a focus for non-conformism in the county, and a continuous theme in the town following the rise of puritanism in the 17<sup>th</sup> century. There were several different groups of non-conformists within the town who built many new churches, chapels and schools, many of which are still standing.

Boston grew much larger in the 20<sup>th</sup> and 21<sup>st</sup> centuries with large residential developments on all sides of the town. Sweeping changes also took place in the town centre with the remodelling of the area around Lincoln Lane and West Street, which included the development of the Bus Station. The land to the south of Wide Bargate was also heavily remodelled with the insertion of a new shopping centre focussed around Pescod Hall. The most dramatic changes took place with the construction of John Adams Way which divided the town centre, demolishing many buildings and disrupting several street patterns to ease congestion within the town. New industrial areas have also been developed on the south side of the River Witham in the late 20<sup>th</sup> century creating a larger industrial zone in conjunction with the earlier 19th century industry on the opposing side of the river.

### CHARACTER SUMMARY

Boston is a large town, and as such has numerous areas of well-defined character. The centre of the town in HUCA 1 contains the majority of the medieval character including extant buildings, street pattern and evidence of the former industry which was once common. This part of the town has seen the most redevelopment in the form of post-medieval redevelopment of earlier plots; a large amount of redevelopment also occurred in the 18<sup>th</sup> century when Boston had its second period of prosperity. This HUCA also had some 20<sup>th</sup> century sweeping redevelopments of large areas of the town, such as the installation of John Adams Way and Pescod Square Shopping Centre. HUCA 9 also has some medieval remains although they are not as apparent as in HU-CA 1.

HUCA 3, 5 and 9 demonstrate 19<sup>th</sup> and early 20<sup>th</sup> century expansion of the town. This expansion was due to the introduction of the railway and new dock industries which created a boost for the town's economy and created the need for new housing and streets. HUCA 3, 5 and 9 have seen some level of redevelopment in the past 100 years, however, they still retain a good amount of their 19<sup>th</sup> century characters. The largest redevelopment in HUCA 9 was the installation of the bus station which followed the clearance of 19<sup>th</sup> century terraced housing.

HUCA 2, 4, 7, 8 and 10 are areas of the town which are 20<sup>th</sup> century residential in character. These HUCAs have been completely transformed in the last century from agricultural fields and fenland to residential areas with many streets and varied housing styles from throughout the 20<sup>th</sup> century. HUCA 6 has a character which is predominantly 20<sup>th</sup> century industrial, which is an extension of the older industry seen in HUCA 5. The character area does still possess some green space, which softens the modern industrial appearance.

As with most towns, there are areas of inconsistent character and some unsympathetic redevelopment, however much of Boston retains a large amount of clear historic street pattern, historic buildings and beautiful vistas. A large amount of the town has a strong sense of place, particularly apparent around the centre, and increased sympathetic redevelopment could further improve this sense of place. The River Witham and Maud Foster Drain, as well as the many other waterways around Boston, firmly characterise the town as belonging in the South Lincolnshire fenland region. These waterways also strongly demonstrate the cause for the town's origin, and the main reason for its growth as an important town in the country, and something which in modern-day should be utilised and celebrated by residents and visitors alike.



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# Extensive Urban Survey



## Boston

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