



Marshall's Yard



All Saint's Church



River Walk

LINCOLNSHIRE EXTENSIVE URBAN SURVEY

Gainsborough - 2020



Gainsborough Old Hall

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.

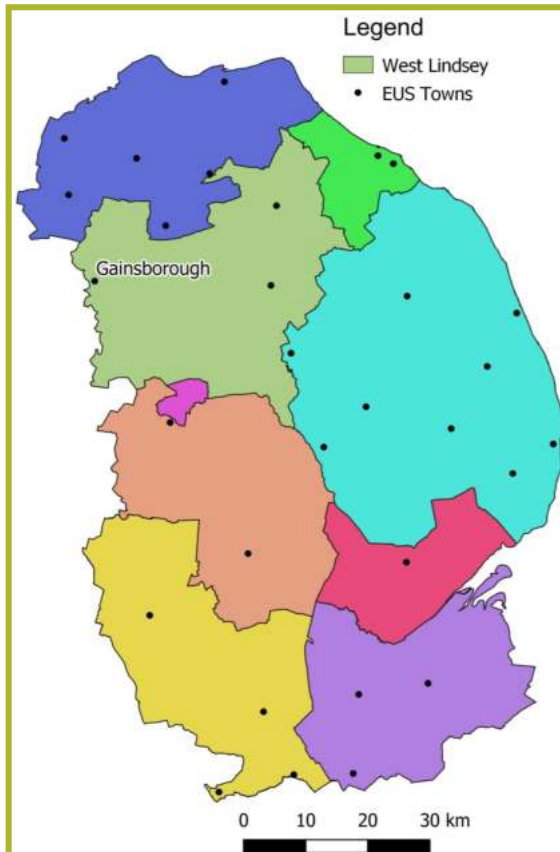
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey, as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record (HER) maintains 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

Gainsborough is located in the district of West Lindsey on the eastern bank of the River Trent. The town falls within two of Natural England's National Character Areas: Area 45 [The Northern Lincolnshire Edge with Coversands](#), and Area 48 [The Trent and Belvoir Vales](#). Area 45 is described as an *elevated arable landscape with a distinct limestone cliff running north-south... productive soils on the limestone plateau give rise to a large scale landscape of arable cultivation with extensive rectilinear fields and few boundaries of clipped hedges or rubble limestone.. limited woodland cover, with patches of both broadleaves and conifers associated with infertile sandy soils... Nucleated medieval settlement patterns follow major routes. Vernacular architecture and walling, seen especially in the villages, of local warm coloured limestone with dark brown pantiles*. Area 48 is described as a *gently undulating and low lying landform with low ridges dividing shallow, broad river valleys, vales and flood plains... The bedrock geology of mudstones has given rise to fertile clayey soils, while extensive deposits of alluvium and sand and gravel have given rise to a wider variety of soils, especially in the floodplains and over much of the eastern part of the NCA. Agriculture is the dominant land use...much pasture has been converted to arable use...grazing is still significant in places such as along the Trent. Extensive use of red bricks and pantile in the 19th century has contributed to the consistent character of traditional architecture within the villages and farmsteads, stone also feature as building materials, especially within the churches*. The Lincolnshire Historic Landscape Characterisation includes Gainsborough in Character Area 6 [The Trent Valley](#) the landscape history of this character area is recorded as *probably having its origins in the medieval period. The process of enclosure of the open fields and common gathered pace in the 18th and 19th centuries... within this character area approximately 60% of the parishes were enclosed by Acts of Parliament with the remainder being enclosed privately. Some of the present road network is probably contemporaneous with planned enclosure... After the Second World War there was extensive consolidation of the fieldscapes within the character area.*

The [British Geological Society](#) records the bedrock within the survey boundary as comprising Mudstone including the Mercia Mudstone Groups, Penarth Groups, and Scunthorpe Formation. This is overlain by varying superficial deposits: at the west of the survey boundary north-south aligned bands of alluvium, sand and gravel, and glaciofluvial sand and gravel deposits border the River Trent, which are the result of river processes. To the east of the survey boundary superficial deposits of till and clay as well as silt and sand overlie the bedrock. Gainsborough is located on the eastern bank of the River Trent. The town centre is situated on a slight rise in the landscape. The level of the land drops off to the west into the Trent Valley and in the east rises gradually to the limestone cliff, which is aligned north-south across the northern county.

The survey boundary utilised for the Gainsborough survey is the 2006 settlement boundary, provided by West Lindsey, which is no longer used as part of the planning process.

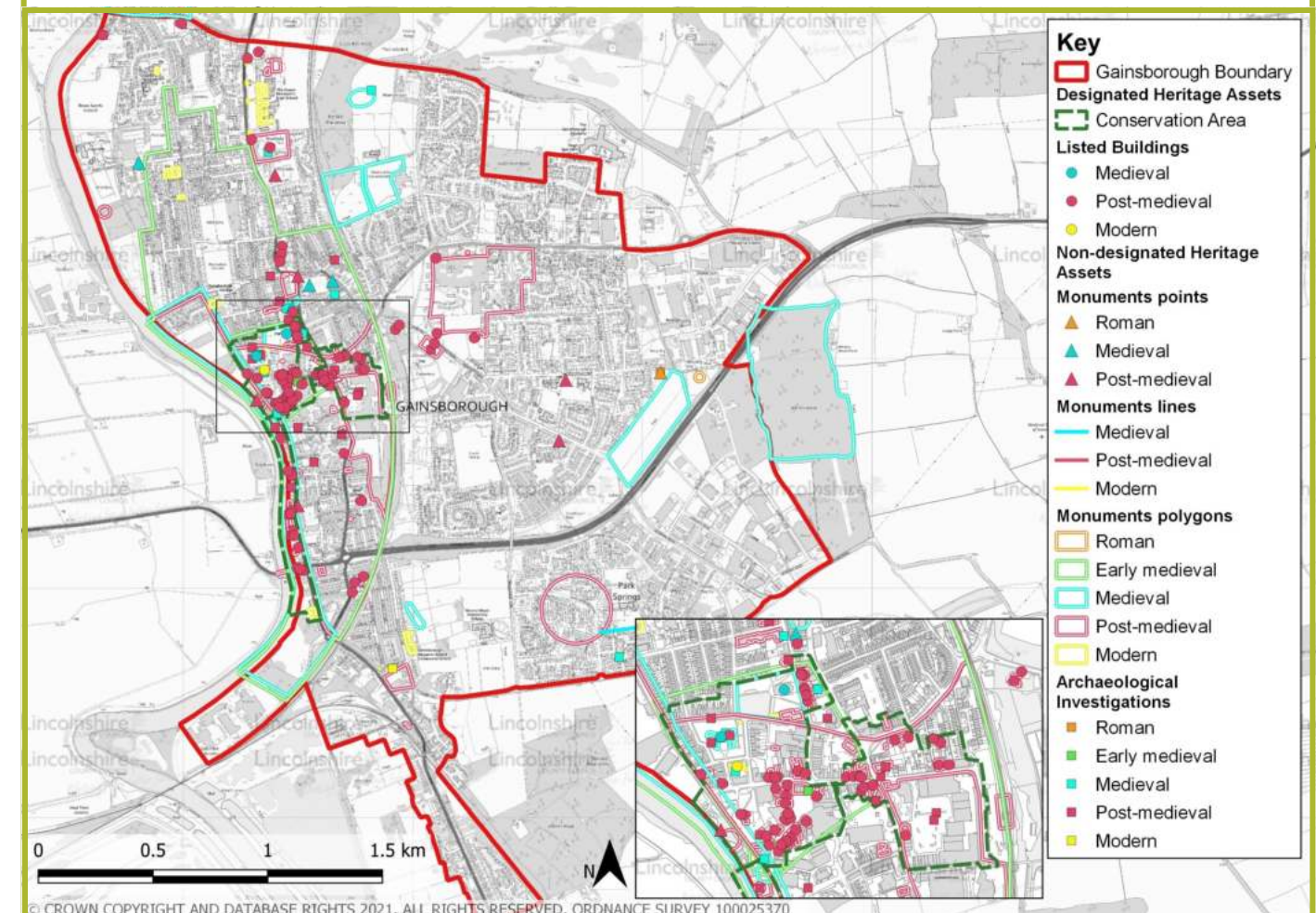


Summary

Gainsborough is known to have been a settlement in the early medieval period. Although it is not confirmed exactly where this was located, it is highly likely that it is buried beneath the later medieval and post-medieval buildings. The town centre dates to the medieval period, and much of the town layout extant today derives from this time. This is most obvious in the narrow enclosed streets as well as the frequent alley-ways which pass between buildings, some of this layout has been lost by subsequent redevelopment. Expansion outside of the medieval core was inhibited by landownership until the 19th century, this resulted in yards (small rows of terraced housing or cottages) being constructed to the rear of Bridge Street, Market Street and Church Street, for the expanding population. These developments were high density and were often named after the owner of the land. Industry in the town became an important driver for its growth in the post-medieval period. Initially the port was the main catalyst for this, although by the mid 19th century, manufacturing had become the larger economy. Marshall and Sons Co (an iron and engineering works) was one of the major industries in the town centre between the mid 19th century and the mid 20th century, and its town centre factory has been restored in recent years as a shopping centre. Industrial growth and the availability of new development land in the 19th century prompted the construction of many new streets. Some were developed by manufacturing companies for their workers, and were made using local bricks.

Until the 20th century, industries were focussed along the river adjacent to the docks, as industrial processes have changed, many of these industries have moved to the edge of the town and the former industrial areas have been repurposed for residential, commercial, or other industrial uses. There have been large changes in the town throughout the 20th century, the town centre has seen several episodes of regeneration, including the clearance of the 19th century slums in the 1930s, the realignment of Caskgate Street as well as the widening of Bridge Street; which led to the demolition of many post-medieval buildings. The town has also expanded exponentially in the modern period with large scale residential developments taking place on the north, east, and south side of the town. These developments have tended to reflect national trends rather than reflecting the character of the town centre and many have incorporated schools and local amenities.

Gainsborough has a strong sense of place, produced by the historical environment visible in the centre. The historic street layout, frequent and often decorative industrial buildings, as well as sympathetic modern redevelopment has produced a unique character within the town.



1. HISTORICAL AND ARCHAEOLOGICAL

BACKGROUND

1.1 PREHISTORIC

There are no finds from the prehistoric period recorded in the Historic Environment Record (HER), within the survey boundary. There are however, prehistoric cropmarks, field systems, and excavated Romano-British pits containing pottery, recorded locally at Thonock, suggesting continuous activity from the prehistoric period into the Roman period on this site. Evidence for enclosures have been identified in the wider area through aerial photography undertaken in the late 20th century by the Royal Commission on the Historical Monuments of England (RCHME). Scattered finds also support there being prehistoric occupation in the wider area, these include a prehistoric hammer, flint axes, and worked flint tools. The Archaeological Resource map (NLAU, 1989) documents that prehistoric flints were discovered during an excavation of Gainsborough Old Hall. Although the nature of prehistoric remains in the town remain largely unknown. A small number of Iron Age coins have been recorded by the Portable Antiquities Scheme (PAS) within the survey boundary.

1.2 ROMAN

In the wider area, cropmarks of former field systems and a potential Roman villa are recorded. An excavation to the south of Thonock Hall recorded a probable small Roman settlement, occupied from the 1st-4th century, on an area of high ground to the north east of Gainsborough. Within the survey boundary, the HER holds two monument records for the Roman period. These include a single sherd of Romano-British pottery found at the Beckett School (HER: MLI115930) and a potential Roman ring kiln to the south of White's Wood Lane (HER: MLI52074); further investigation is required to fully understand this feature. The PAS has also recorded several Roman coins, found within the survey boundary.

1.3 EARLY MEDIEVAL AND ANGLO-SAXON

According to medieval sources, the Gainas Tribe, occupied the area in the 9th-10th centuries (Whitlock, 2020). Ealhswith, a believed princess of the Gainas Tribe, became the wife of King Alfred The Great in 869AD (Stephenson, 1904). The first documentary evidence for Gainsborough is in the Anglo-Saxon Chronicle, which states that in 1013 King Swein travelled around the coast of East Anglia from Kent to Gainsborough, at which point the People of Northumbria and Lindsey submitted to him (HER: MLI91549). This suggests that Gainsborough was of strategic importance at this time, providing Swein access to the Five Boroughs of the Danelaw (Leicester, Nottingham, Derby, Stamford and Lincoln), Lindsey, and Northumbria. Swein's leadership was short-lived as he died in 1014, while the camp were over-wintering in Gainsborough, his son Canute (Cnut) taking over his rule (Beckwith, 1968b).

The early location of Gainsborough is unknown. It is suggested (NLAU, 1989) that it is likely to be beneath the medieval core of the current town. This is recorded by the HER as being defined by the church yard to the north, the rear of Silver Street to the south, the river to the west and North Street to the east (HER: MLI91550).

1.3.1 PLACE-NAME EVIDENCE

The origin of Gainsborough's name is understood to derive from Old English and means 'Gegn's fortification', 'Gegn' being a personal name and 'burh' meaning a fortified place (INS, 2020). Old English was spoken from the 5th century, providing an approximate earliest date for the establishment of the settlement. It should be noted that no archaeological evidence of this fortification has yet been recorded. A reputed Danish camp is extant to the north of the survey boundary. This scheduled monument (NHLE: 1016970) is believed to have been used as a fortification from the 10th to the 12th century and occupies a high point in the landscape.

1.3.2 DOMESDAY SURVEY

Gainsborough is listed in the Domesday survey. It is recorded as belonging to Leofwin in 1066 before being granted to Geoffrey of La Guerche in 1086. A manor existed in the settlement as well as 4 villagers and 12 freemen. Natural resources included 40 acres of meadow, 80 acres of woodland, 12 ploughlands, 2 lords plough teams and 6 mens plough teams. The value of the settlement reduced between 1066 and 1086 from £6 to £3.

1.4 MEDIEVAL

1.4.1 STREET PLAN AND DEVELOPMENT

The medieval extent of development is thought to have been located around Church Street, Silver Street, Lord Street, the Market Place, Caskgate Street ('Gate' is derived from Old Norse meaning 'gata' or street), and Bridge Street (which was known as the Cawsey). Burgage plots extend from the main streets at right angles. This was an organised planning element of medieval towns, which gave stall holders greater economic competition. The pattern of these plots is preserved to the rear of some of the town centre streets; although much boundary loss has occurred over the subsequent centuries.

The area between Caskgate Street, Bridge Street, and the River Trent was utilised for a quay in the medieval period (HER: MLI91555). It is likely this began as a small quay and went on to become the thriving river port which was essential to the growth of the town in later periods. In 1298, bailiffs of Gainsborough were granted quayage for three years (money and permission to build or repair a quay) (Beckwith, 1968a). Furthermore, a ferry is first mentioned as being in operation in 1281 (Beckwith, 1971), which was used until the 18th century, when the bridge was constructed. It is recorded in the post-medieval period as being a chain ferry.

Morton medieval settlement (HER: MLI51325) is located to the north of the survey boundary. It was documented in 1066 to have been a very small settlement. It remained a small settlement throughout much of its history and is now connected to Gainsborough through urban sprawl.

1.4.2 LANDSCAPE

The landscape surrounding the town was part of an open-field system. Assarting (clearing woodland), was taking place by the 11th to 13th centuries, and these new lands were often converted into arable and pasture (Beckwith, 1972). In 1601, about a fifth of the parish of Gainsborough was divided into closes. These closes can be seen to the east, north, and south of the town centre, beyond which larger open fields, meadows and marshes were more common (Beckwith, 1972). Medieval ridge-and-furrow is recorded in the HER (HER: MLI80071, MLI99421, MLI52075), confirming the arable nature of some of the land surrounding the town.

A medieval warren is recorded to the north of Gainsborough (HER: MLI52065), adjacent to the modern North Warren Road, which is thought to have been destroyed in the late 17th/early 18th century. A second warren is recorded to the south of town. It is noted to have made ground conditions difficult during skirmishes in the Civil War due to the many pits and holes created by its inhabitants.

The names of the fields in the parish, which are likely medieval in origin, included Furze Common (Land on which gorse grew) Beck Field (Field adjoining a stream), Middle Field (common name for a medieval open field), Oxfold, North Warren, South Warren (land for keeping rabbits), Summer Gangs (possibly seasonal pasture), Humble Carr (Carr is thought to mean bog or swamp sometimes with alder growing), North Marsh, and Pithill Field (possibly a reference to its location, close to the former gypsum quarries).

1.4.3 ECONOMY AND INDUSTRY

Guilds were established in Gainsborough in the medieval period, suggesting that the town's economy was strong enough to encourage merchants. The site of the Guilds Chapel (HER: MLI52061) is thought to have been located to the south of Silver Street. More than 20 burials have been recorded in this area since 1969, these largely date from the 12th and 13th centuries, indicating that the chapel was in use from that time (HER: MLI52049). Pottery and bone confirm these date ranges for the site, although medieval writers believed the site to be earlier, John Leland writing in 1538 wrote that "*many Danes be buried*".

Gainsborough is suggested to have been an out-port for Torksey in the 13th century. Torksey was a populous port and settlement from at least the 10th century, until its gradual decline due to river silting. It was not until the 15th and 16th centuries that Gainsborough became an effective port town in its own right, due to the decline in trade at Torksey. John Leland, writing in the mid 16th century stated that vessels which had gone to Torksey were now being sent to Gainsborough (Beckwith, 1968a). In the late 16th century, petitions were also being made by merchants from Hull protesting against London traders who had started to send goods through Gainsborough instead of the port of Hull, impacting their revenue. Gainsborough continued to grow, despite the Star Chamber decreeing that all north-east coastal merchants should be admitted to the Corporation of Hull (Clarke, 2020).

Gypsum quarrying is recorded to have taken place as early as 1296 in Gainsborough (HER: MLI52070). This product was used for plastering and was part of the manorial estate's resources. Maps from 1690 demonstrate the size of the quarry, which extended to Thornock, in the north east. Building accounts from the 15th century state that the plaster for Tattershall Castle was derived from Gainsborough (Lincoln Record Society, 1960). This industrial activity is preserved in the modern day as earthworks.

1.4.4 MARKETS AND FAIRS

Gainsborough became a borough between 1200 and 1250 (Letters, 2003), with a market being allowed as part of its formal borough status. Although, it is likely that a market was in operation before this. Other sources suggest that a market was granted in 1204 to Henry Fitz Gerald (Beckwith, 1988). In 1242, a charter was granted by King Henry III to John Talbot to hold a fair at the manor. This fair, in honour of James the Apostle, was to be held on the 25th day of July. A second charter was awarded in 1292 by Edward I to William de Valence to hold a fair on October 25th at the manor of Gainsborough (Gainsborough Old Hall).



All Saints Parish Church (HER: MLI52069, NHLE: 1147378)

1.4.5 RELIGION AND EDUCATION

The first reference to a church in Gainsborough dates to 1180, when a rectory was granted to the Knights Templar (Beckwith, 1988). In 1218, the rectory was granted by the Templars to Robert the Chaplain, who would serve the religious order. This vicarage was owned by several people throughout the following centuries. The rectory and associated lands were granted to the Knights Hospitallers following the suppression of the Templars in 1348 (Page, 1906). In 1540, the Knights Hospitallers were in turn suppressed by the religious reforms of King Henry VIII. During the reign of Mary Tudor (1553-1558) a Prior of St John was reinstated to the rectory, along with lands to the north of the town (Beckwith, 1988).

All Saints Parish Church, which is thought to be on the same site as the older rectory, dates to the 14th century (HER: MLI52069, NHLE: 1147378). Only the tower survives from its original construction, it is recorded by La Pyrne in 1695 as being 'low, narrow, and dark', much of the main body of the church was reconstructed in the 18th century.



Gainsborough Old Hall (HER: 54153, NHLE: 1359773)

1.4.5 CHARACTERISTIC BUILDINGS

Gainsborough Old Hall (HER: 54153, NHLE: 1359773)

Grade I listed, Gainsborough Old Hall was built as a fortified manor house between 1471 and 1484, for Sir Thomas Burgh. It is among the largest and best-preserved medieval manor houses in England and is largely built of timber and red brick; the bricks for the construction were imported from Hull (Redmore, 2013). It has had several episodes of modification since its initial construction and the kitchen and great hall are particularly important examples of medieval architecture. It comprises a great hall and two wings, a fourth side was demolished during the English Civil War. Thomas Burgh also established almshouses (HER: MLI50269), thought to have been located to the east of North Street. Archaeological excavation prior to development did not reveal any remains. A map from 1851 illustrates the former layout of the land surrounding the hall, showing Mart Yard as being an open space between Lord Street and the hall, as well as the land to the east comprising gardens and orchards, stretching to Little Church Lane. The streets and houses surrounding the hall were constructed in the late 19th and early 20th centuries.



Gainsborough Old Hall

1.5 POST-MEDIEVAL

1.5.1 CIVIL WAR

Gainsborough occupies a strategic location. This was never more apparent than during the Civil War of 1642-1651, during which it was located on the hinterland between the Parliamentary Eastern Association and the Royalist factions which dominated Yorkshire (Beckwith, 1969). Although records indicate that the town was 'neither declared for the King or Parliament' during the war, defences were erected to 'stand upon their guard against rovers' (Beckwith, 1969). No archaeological evidence

has been recorded to identify the location of these defences. The town's indecision was largely driven by the lord of the manor. Other local towns also tried to remain impartial, including Retford and Worksop. Battles took place on the land surrounding Gainsborough and at times was brought into the town, resulting in the destruction of several houses, parts of Lord Street, and the fourth wing of Gainsborough Old Hall.

The conjectural site of The Battle of Gainsborough (HER: MLI52062), is located to the south of the survey boundary, within Park Springs. It should be noted that the sources do not make it clear exactly where the battle took place, although it is known to have been at the south of the survey boundary. The battle, which took place on the 28th July 1643, saw the Parliamentary force march on the Royalist held town, led by Sir John Meldrum and Oliver Cromwell. The Parliamentarians won the battle taking Gainsborough however their hold of the town was short lived. News that Royalist forces were marching on Gainsborough prompted a Parliamentary faction to ride out to Morton to counter attack, believing them a remnant of the larger forces. When they arrived, they discovered the group were a much larger army who had arrived from the north (Plant, 2006). Cromwell and much of the Parliamentary force retreated to Lincoln, then to Boston, while two smaller groups were tasked with holding the attacking force off, allowing the main army to retreat, only two soldiers were lost from the Parliamentary side in this fray. By the 5th August, Gainsborough had surrendered to the Royalist forces. From here the Royalists pushed on to Hull, leaving a small force to hold the town, and launch guerrilla attacks against the Eastern Association (Beckwith, 1988). The avoidance of these attacks made it important for the Parliamentary side to regain the town and by the 20th December 1643, the town was retaken by the Parliamentary faction, who held it until the end of the war.

1.5.2 STREET PATTERN AND DEVELOPMENT

In 1642, the population of Gainsborough is thought to have been 1800, by the year 1801 it had risen to 4506, in 1821 it stood at 5893, and 7261 in 1851, lowering markedly to 6320 in 1861, before rising again to 7564 in 1871 (White's, 1872). Despite the demand for houses placed on the town through population growth, Gainsborough did not expand outside of its medieval boundaries until the 18th and 19th centuries. Prior to this, settlement was largely focussed around Church Street, Lord Street, Market Street, Silver Street, and Bridge Street (Beckwith, 1989).

It is suggested that Silver Street is so named because Charles I ordered that only corn and grain should be sold within it, and that annual rent should be paid in silver; although this is not confirmed. Its original name is recorded as Picknell Fee Gate. The name Silver Street has been in use since the 17th century. Market Street was also known as Skitgate (dung street), (Beckwith, 1988). Bridge Street, was so named after the construction of the bridge in the late 18th century (Beckwith, 1988). It was originally named the Cawsey, which likely derives from 'causeway', it is believed to represent the former eastern edge of the river, with the modern west side of Bridge Street built upon river silt deposits (WLDC, 1989). Excavation in 1989 supports this theory, demonstrating that the river was wider than it is today with encroachment on the eastern bank having occurred (WLDC, 1989).

The damage inflicted on Gainsborough during the Civil War in the mid 17th century, resulted in the redevelopment of parts of the town, particularly Lord Street. At this time buildings were often built of brick, which was becoming a cheaper building material. Many of the buildings were constructed on the footprint of the earlier buildings thereby preserving the medieval street layout. In 1763, trustees were appointed to maintain the streets for the town. In the same year the street from the south of Silver Street to the south of town was paved. Market Street, Lord Street, and Little Church Lane were paved in 1770 and in 1794 all the principal streets of the town were reflagged (Beckwith, 1971).

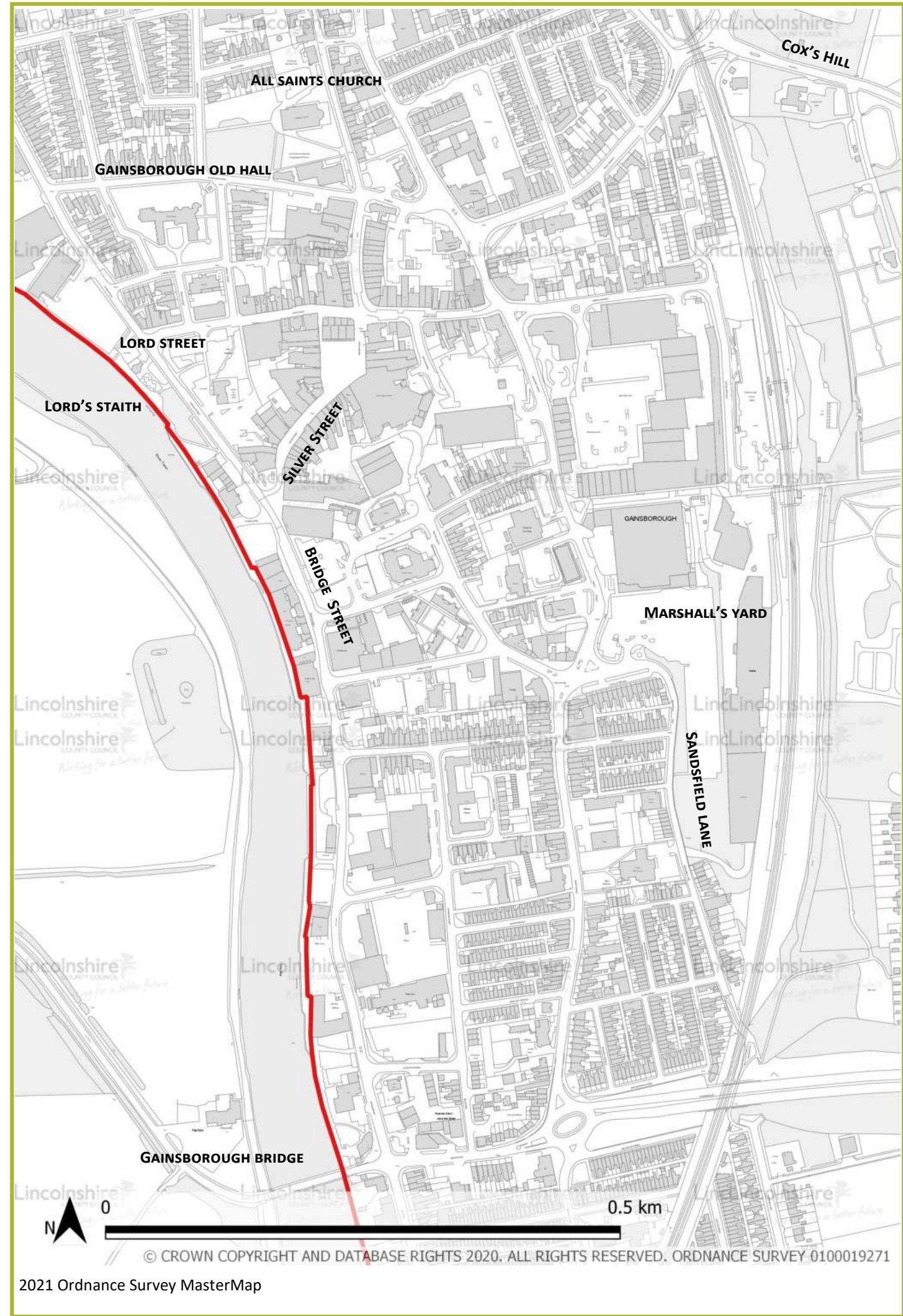
Market Street, which was originally more of an open space, was developed in the 18th century, extending the commercial centre of the town. Today the buildings are predominantly 18th century in date with many traditional shop fronts, some of which have been restored in the 21st century, as part of regen-



Ship Inn Yard



Dickinson Terrace



eration projects.

In 1817, historian Adam Stark stated that Gainsborough was no more than one and a quarter miles from north to south and a quarter of a mile from east to west. Due to a lack of space and the reluctance to encroach on common land, the land within the town centre was in-filled in the 18th and 19th centuries resulting in dozens of ‘yards’, which comprised rows of terraces and cottages built behind the street frontages. These were scattered throughout the town, but were most numerous on Bridge Street, Church Street, and Market Street. These yards were usually named after the landowner such as Barnaby’s Yard, Jackson’s Yard and Whittaker’s Yard (Beckwith, 1968). Some were built to the rear of public houses including Ostrich Yard, Brown Cow Yard, and White Horse Yard.

The Act of Enclosure, awarded in 1804, resulted in previous common ground becoming private land, which was shortly made available for building. New rows of houses were quickly erected to the south and east of the town, raising the number of dwellings by almost 600 (Beckwith, 1968). By the end of the 19th century, many streets of Victorian terraces had been constructed to the north of All Saints Church, and between the town centre and Lea Road to the south-east of town. These houses were built for families who worked on the railway. Some local industrial businesses such as Marshall and Sons Co also built new terraced streets for their employees. Churches and public houses were also often constructed as part of these developments. Some of the new streets follow the lines of former closes and fields, including Hickman Street and Sandsfield Lane (the latter also named after the field it replaced). Northolme, Spital Terrace, and North Street which form a circular pattern to the east of All Saints Church, also preserve a former medieval field layout.

Public amenities

In the early 19th century, a raised reservoir was constructed adjacent to Ship Inn Yard, which piped water to a few houses in the town. The water pressure generated by the tank was quickly considered too low to meet the needs of the growing town. Consequently, the low water pressure combined with a cholera outbreak in 1849, resulted in the construction of a new reservoir in 1864 on Heapham Road (HER: MLI99389). A water tower was constructed as part of the development, which has since been listed (HER: MLI91444, NHLE: 1261882). During this period, health reforms were taking place nationwide, leading to increased access to sanitised water and sewerage systems.

Gainsborough workhouse was built in 1837 as part of the Gainsborough Poor Law union which was also responsible for 45 parishes in the area. It was built in a square plan, based on standardised workhouse designs by George Wilkinson (HER: MLI90077). The workhouse with a chapel cost £4200 in total and accommodated 200 occupants. Following national reform in the 1930s the workhouse became a Public Assistance Institution then a care home and the site has since been demolished and the land converted to residential use.



Riverside Walk.

1.5.3 LANDSCAPE AND THE PARLIAMENTARY ENCLOSURE AWARD 1804

Two managed rabbit warrens were extant to the north and the south of the town. These warrens comprised banks enclosed with stakes with gorse bushes planted covering the ground. November and December were the main months for culling the populations and fur became a large industry in the town.

The medieval commons and open fields of Gainsborough were enclosed by a Parliamentary Act between 1795 and 1804. The Act allowed three commissioners to divide, drain, embank open fields, meadows and marshes, and construct new roads and ditches. Parts of Gainsborough were already closes, by the time of the enclosure, these were focussed around Northolme, and between Middlefield Lane and the town centre as well as a small number to the north of the town. The shapes of these old closes were largely maintained after the enclosure. The remainder of the parish was divided into hedged, rectangular fields. The enclosure also coincided with the introduction of new turnpike roads, the commissioners also oversaw the widening of roads for these routes.

1.5.4 ECONOMY AND INDUSTRY

Gainsborough the Port town

In the late 17th and early 18th century Gainsborough was rapidly becoming one of the most important ports in the county, over-

taking Boston. The River Witham in Boston had become unnavigable due to siltation, which prevented large amounts of trade. Some of the trade in Gainsborough involved transshipment, with cargo changing from river craft to seagoing vessels. In the early 17th century, attempts were made by Gainsborough to access the coal market from Nottinghamshire mines. The river was too shallow for the coal boats putting a stop to these aspirations. The Trent is renowned for its unusually meandering nature with some bends earning their own name including ‘The Morton Bite’, this curvature also contributed to the accumulation of silt on its banks, which required frequent dredging and upkeep, usually paid for by the owner of the adjoining land. In the late 17th century the river between Nottingham and Gainsborough was deepened and widened following an Act of Parliament. The work was carried out by William Jessop of the Trent Navigation Company (Clarke, 2019). Later modifications to the River Trent included a pool dug into the bank to allow ships to turn using the natural flow of the river to turn the full 180 degrees. A small number of later cargo ships were built with curving roofs to match the arches in the bridge including the Gainsborough Miller.

The town was granted official port status in 1840, and it was shortly after this that it began to decline. It served a port function throughout the remaining 19th and 20th centuries, although at a drastically reduced capacity. This was largely the result of the introduction of the railway and the deterioration of the river (Beckwith, 1988). Gainsborough’s port status was withdrawn in 1881. Several staiths (landing points for goods) were located on the river front, Lords Staith, which dates to the mid-17th century, was located on the west end of Lord Street, it was later known as Packet Landing after being utilised by steam packets to offload goods (Outram, 2012). Chapel Staith was located at the south of Silver Street.

Industries

Gainsborough grew as a manufacturing centre during a period of industrialisation. Several mills and factories were founded in the town in the 19th century. Seed crushing for oil was taking place as early as the 17th century. By the 19th century, it was a well established business within the town. The Baltic Oil Mill was opened on Bridge Street in the early 19th century (HER: MLI50723), constructed on the river front with easy access to both the road and river. In the 20th century, the building was converted to a double glazing factory prior to its demolition in 1995. Union Mill, (HER: MLI52068) built to the north of the town in the early 19th century, was also an oil factory before it fell out of use in the late 19th century and was eventually demolished. The site is now the location of a community woodland. Ashcroft Mill, on Carr Lane was constructed in 1826 and was one of the largest oil mills in Gainsborough. It is thought to have initially been powered by water, later by a windmill, then steam. The windmill is thought to be the inspiration for George Elliot’s ‘Mill on the Floss’, which she wrote after staying in a house near the bridge, from which the mill would have been visible.

A watermill was built in Morton between 1760 and 1820 (HER: MLI84654). It was still operational at the end of the 19th century. Over the course of the 20th century the building was repurposed for several different industries including a pig farm, a cheese store, a shoe polish factory, a laundry, and a narrow boat factory. The mill building was demolished in 2003, prior to the construction of flood defences. A pair of early 19th century tower mills were constructed on Spital Hill (HER: MLI52067) these mills were in operation until 1927, at which time they were abandoned and allowed to become derelict.

Numerous maltings and breweries were constructed in Gainsborough in the 18th and 19th centuries which supported the many public houses also extant in the town. Particularly on Bridge street which was likely due to it being adjacent to the docks. A maltings was constructed on Bridge Street, in the 1760s (HER: MLI52088), later being converted into a corn miller’s warehouse, and by the late 20th century, the building had been demolished, the site now being used as a car park. Sandars Maltings (HER: MLI50722) was constructed in the early 18th century with later additions. This complex included warehouses, malthouses, and a domestic dwelling. Sandars warehouse was converted into apartments in the 21st century.

Local tobacconist William Rose founded a large industry in the town following his invention of a patented wrapping machine. In 1906, Rose formed a company to produce packaging



Gainsborough Maltings



Marshall's Yard

machinery, which went on to create twisted wrappers for confectionary. Roses sweets were named after the company. The company also made a small number of cars in Gainsborough for a short while. In present day the 'Roseway' is named after William Rose.

Rope making was another well established industry in the town, with several rope walks recorded, Ropery Road was one such location.

Marshall and Sons Co

There were several small foundries in the town in the 19th century. The Britannia Iron and Engineering works was one of the largest employers in the town between 1848 and the mid 20th century and was extremely important for the economy of the town after the decline of the port.

William Marshall was initially an agent for a civil engineering company, before he purchased the defunct works of William Garland and Son in 1842 (Grace's Guide, 2020). By 1848 he had established Marshall and Sons Co Ltd and began construction on a new engineering works that year. The site consisted of sloping land so consequently it was reduced to one level and the clay extracted during the excavation works was used to produce bricks for the buildings themselves (AIA, 2009). Marshall and Sons produced agricultural machinery including threshing machines and portable steam engines which were sold all over the world as well as machinery for local mills. Furthermore, the company also built their own power station on Lea Road to power production.

From 1867, the firm began constructing houses for their employees, using bricks made in the works. By 1885, 180 houses had been built, located to the east of Trinity Street, Ashcroft Road and Kebir Street. By 1901 a further 877 houses had been constructed. A lot of the terraced housing in the south of the town was constructed by the firm. Marshall and Son's also established a building society to enable their employees to purchase their own homes.

1.5.5 RELIGION AND EDUCATION

Gainsborough is renowned as having been a centre for non-conformity in the post-medieval period. John Smyth, a leader of the Separatist Movement in the late 16th and early 17th centuries is well-known to have secretly preached in Gainsborough Old Hall. The congregation comprised many people from Nottinghamshire including William Brewster, George Morton, William Bradford and John Robinson. These men would all go on to be founding members of the 'Pilgrim Fathers' who sailed to America on the Mayflower in 1620 (Jennings, 2012). Despite this surge in non-conformism in the early 17th century it was not until the 18th century that it became more widely accepted. This acceptance resulted in the construction of hundreds of chapels nationally, and locally several new chapels and churches were also founded. A chapel was built in 1701 on Beaumont Street for a Presbyterian congregation (HER: MLI87224). Originally built in brick, this was replaced by a new chapel in Trinity Street in 1928; although this too was closed by 1974. In 1785, a Wesleyan Methodist Chapel was constructed in Little Church Lane (HER: MLI87229). It was in use until 1804 in which year it was replaced by a chapel in Beaumont Street (HER: MLI87221), which was rebuilt in 1968.

In 1704, a meeting house on Market Street was constructed for the Society of Friends (also known as Quakers) (HER: MLI87226, NHLE: 1168215). It has been altered in the 19th and 20th centuries; however much of its original structure remains.

St Paul's Church was built as a new parish church when Morton was made into a separate parish (HER: MLI51326, NHLE: 1063516). Located on Front Street, it was originally built in 1846 and was rebuilt in 1891 in the Decorated style. The church contains ten windows which are rare examples of Pre-



18th century meeting house, Market Street.



School building dating to 1796, now Hickman Hotel.

Raphaelite stained glass designed by Edward Burne-Jones RA in conjunction with William Morris and Co. They depict 'The Adoration of the Shepherds', the 'Stoning of Stephen', 'Paul preaching on Mars Hill Athens' and the Apostles, Saints and leaders of the Church.

The church of St John the Divine, located on Ashcroft Road, was built in 1882 (HER: MLI82052, NHLE: 1063540). The building was constructed using high quality brick and Ancaster Stone. It was initially intended that the church be a much larger complex. A disagreement between its benefactor, Mr Hickman Bacon, and the parishioners resulted in Bacon transferring his support to St Paul's Church in Morton.

In 1878 a Primitive Methodist Chapel and Sunday School was opened in Beaumont Street, thought to have been a replacement for an earlier chapel in Spring Gardens (HER:MLI87231). The Sunday School is the only surviving building on the site, following the demolition of the chapel in 1971.

A Wesleyan Chapel was built on Bridge Street in 1886 (HER: MLI87437). Constructed in brick, wood and slate, it accommodated 800 people. A school was also built adjacent to the chapel. It was not open for long and closed in 1906. Both the chapel and the school were sold for commercial use in 1963 and have since been demolished.

In the late 19th century, the United Reformed Church (HER: MLI87228) was constructed to commemorate John Robinson, funded in part by donations from Congregationalists in America. A large ceremony was held at its opening and the structure was designed to reflect meeting houses of Robinson's time.



Gainsborough Bridge

Education

There are no records of any schools prior to the establishment of Queen Elizabeth's School in 1589. Founded as the 'Free Grammar School of Gainsborough', lessons are initially believed to have been held in the parish church (Beckwith, 1989). A purpose-built school building was opened in 1796 on Cox's Hill in what has since become Hickman Hill Hotel (HER: MLI91397, NHLE: 1063512). The school playing fields were truncated in 1846, when the new railway line was constructed, with the alignment of Cox's Hill and Spital Terrace also modified to make more space to the north of the school building for sports. In 1937, the Cox's Hill school site was sold, and a new location was found on Morton Terrace. A former villa belonging to the Sanders family also became part of the new school complex (HER: MLI91766).

In 1739, Whartons Charity School was opened, with funds left by Mr James Wharton in his will. These funds provided for 27 poor children, to learn reading, writing, and arithmetic. The children were also to be provided with clothing and prayer books (Beckwith, 1989). Other schools of the post-medieval period were the All Saints School, on Church Street, as well as schools on Hickman and Bridge Street.

1.5.6 RAILWAY AND TRANSPORT

The River Trent

As described above, Gainsborough grew in importance as a port in the early post-medieval period, which coincided with the decline of the port further south at Torksey. The River Trent was subject to multiple episodes of improvement, and in 1794 the river was deepened to provide access for larger vessels. Improving the connection of Gainsborough to many industrial towns including Nottingham (Beckwith, 1971).

Ship building was taking place in Gainsborough as early as 1645 (SLHA, 2009) and a shipyard was extant in Lord Street by 1733, and by 1826 this had grown to three shipyards. Steam driven paddle steamers, built from the early 19th century, vastly increasing the efficiency of river trade. It was not until 1840, that Gainsborough was granted its own port authority (Beckwith, 1971). Prior to this all cargo had to be cleared at Hull. Unfortunately Gainsborough's aspirations to be a major port town were not to be realised as the introduction of the railways from 1848 removed much of the river traffic.



Turnpike toll house.

Turnpike Road and Gainsborough Bridge

Two turnpike roads were established in Gainsborough, the first in 1765 connecting Bawtry Bridge in the west, through Morton in the north of the town, to Hainton in the Lincolnshire Wolds. An Act of Parliament for the road was submitted by a number of local landowners, as turnpike roads were becoming common nationally.

In 1787-1791, a toll bridge was constructed in Gainsborough (HER: MLI52091, NHLE: 1370384), connecting the town with the west bank of the river, and providing greater connection to the Great North Road. This bridge replaced the ferry which had been in operation since the 13th century. The bridge also formed part of a second turnpike system, established from the west side of the Trent to Retford. Two toll houses were constructed on either side of the road to the east of the bridge (HER: MLI91381, NHLE: 1359747). In 1932, the tolls were lifted with much celebration.

The Railway

In 1846, an Act of Parliament was awarded to build a railway line to connect Boston, Lincoln, Gainsborough and Bawtry. The connection to Bawtry was never fulfilled, however, and trains were instead allowed to run between Gainsborough and Retford on a competitor's line. A line between Lincoln and Gainsborough was completed in 1849 and a second line between Gainsborough and Doncaster was completed in 1867. Two railway stations were built in Gainsborough, one in the centre (HER: MLI91443) and a second to the south of town on Lea Road (HER: MLI125395).

The introduction of the railways impacted upon the appearance of the town during its construction with the increased traffic on Lord Street and Market Place damaging the road surface. Furthermore, the roads to the east and south of the town were re-routed to accommodate the railway and to create new footpaths (Beckwith, 1971). In the mid 19th century, the railway construction employed 400 men, many of whom were taken on in local industries following the completion of the lines.

In 1852, Gainsborough lost its position on a direct London route, this was unfortunate, because by this time the river trade had also declined in favour of the railways, and as such the two main transport links, vital for the economy of the town, were limited.

1.5.7 RECREATION

Transport improvements, including packet steamers and the railway made day trips and excursions possible for a wider range of people. This resulted in a surge of pleasure excursions to resorts like Cleethorpes (Clarke, 2020). Throughout the 18th and 19th centuries, Gainsborough had a large number of public houses, in locations throughout the town, with many located close to the docks. Since the decline of the dock trade, many have been closed and subsequently demolished or converted to other uses.

1.5.8 CHARACTERISTIC BUILDINGS

Elswitha Hall (HER: MLI91387, NHLE:1063516)

Elswitha Hall is a large red brick town house. Built in the 18th century, the house was the birthplace of Sir Halford J Mackinder, a mid 19th century geographer and politician.

County Court Buildings (HER: MLI91420, NHLE:1063525)

Grade II* listed, this building dates to 1759. Originally built as a town house, it was converted for use as part of the County Court which was constructed to the rear of the building (Anderson and Glen, 2014).

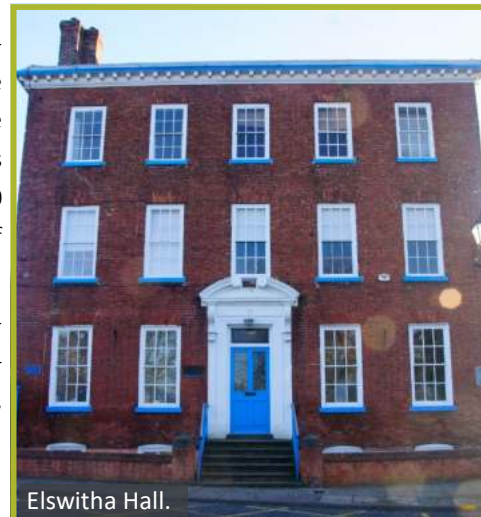
1.6 MODERN AND 21st CENTURY

1.6.1 STREET PATTERN AND DEVELOPMENT

In the early 20th century, the Urban District Council carried out new developments comprising dozens of streets to the north and north-east of the town centre. Many of these new houses were built in response to slum clearance



Horse and Jockey Public House



Elswitha Hall.



Riverside Walk

schemes which were taking place in the town centre around Bridge Street, Church Street, and Market Street. The yards which had been built in the late 18th and early 19th centuries had become dilapidated by this time and in the 1930s 300 houses were demolished through the schemes. New high density streets comprising semi-detached houses and terraces, were constructed to the north of the centre in the area of Asquith Street, Haldane Street, and Burns Street. Several small fields also were provided as allotment space close to these developments. Larger semi-detached housing in Spital Hill and Acacia Avenue was built to the north-east of the town centre.

The land around Gainsborough Old Hall was developed in the early 20th century, with new streets built immediately surrounding the building. Gladstone Street, Parnell Street, Cobden Street, and Morley Street were developed with the large semi-detached houses facing the historic building. These developments removed the former gardens and open space surrounding the hall. Mart Yard (the open yard to the south of the hall), was also developed in 1905 with the construction of the library (HER: MLI115922, NHLE: 1424936).

The town centre of Gainsborough suffered bomb damage during the Second World War with 39 shops, a public house, a hotel, and houses in Market Street and Church Street being destroyed. Heaton Street, extending south from Market Street, was destroyed in its entirety (Norton, 1995). This destruction led to the later redevelopment of the area to the north of Market Street and to the east of Church Street. Heaton Street has since been redeveloped as a bus station along with a supermarket. Prefabricated housing schemes were implemented in Gainsborough, many of which survive; these are located to the east of the railway in White's Wood Lane.

Several new roads were constructed throughout the town in the 20th century to make way for modern traffic demands. In the 1970s, Bridge Street was widened resulting in the demolition of many historic buildings which fronted onto the street. Prior to the construction of Thorndike Way (A631) in 1983, traffic arriving from the west, over Gainsborough Bridge was either directed south to Lincoln, or through the town centre to the north and east. Its construction removed much of this traffic.

Council led initiatives within the town centre also had a large impact on the appearance and use of the area. To the north of Bridge Street, the former route of Caskgate was largely remodelled in the late 20th century, making way for the guildhall (since demolished), a public car park and a public park.

The guildhall was opened in 1966 as council offices for the Gainsborough Urban District Council. It stood adjacent to Elswitha Hall and its design, although typical of the time, reflected the proportions of the older hall including the height of the windows and floors. The shape of the roof was 'waved' to reflect the Aegir seen on the River Trent in Spring and Autumn (Waites, 2013). The building was demolished in 2008 and the council moved to a new office complex constructed adjacent to Marshall's Yard.

The new Caskgate is connected with Roper Road in the north and Bridge Street in the south. Elswitha Hall, which now stands alone, demonstrates the alignment of the former trajectory of the old Caskgate. It is the last remaining structure from this route, which once connected to the south of Silver Street. Access and service areas for cars have been created behind much of Silver Street and Lord Street. Furthermore the main streets in the town centre have been pedestrianised.

The former engineering works was redeveloped into Marshalls Yard in the 21st century, with many of the former works buildings converted into shops, surrounding a car park. The British Council of Shopping Centres in December 2007 hailed the site as "a shining example of regeneration" and gave the development a gold award. Marshall's Yard is separated from the town centre by Beaumont Street which is a busy main road, and has consequently become a self contained shopping area. The success of the Marshall's Yard development has caused revenue to be directed away from the historic town centre and into the com-



Riverfront flats



Lime Tree Avenue

plex, possibly contributing to a decline in the town centre.

The riverside has also seen a high level of redevelopment with many of the former warehouses converted into residential flats and apartments. This redevelopment has used the former buildings in a largely sympathetic way, with courtyards converted into parking. This change has pushed the industry, which once dominated the area, to the east of Bridge Street and also into edge of town industrial areas on the east of the survey boundary. A riverside walk way, small parks and art installations have been cultivated in the late 20th and early 21st centuries along the river front. The most recent artwork celebrates the 400 year anniversary of the sailing of the Mayflower, specifically celebrating the women who were part of the migration. Entrances to this route are along Bridge Street through the former staiths with information boards and benches. Traditional lighting also makes a strong contribution to the area.

Although the town centre has been subject to frequent episodes of regeneration, there has been comparatively little archaeological investigation. Since the introduction of PPG16 (Planning Policy Guidance Note 16: Archaeology and Planning) in 1990, large-scale redevelopment has moved away from the town centre to the Marshall's Yard site. Consequently, relatively little is known about the nature or condition of archaeological remains beneath the historic core of the town.

The mid-late 20th century has seen several new large housing developments on the outskirts of the town, much of this development has been within the former open then parliamentary fields, confined by The Little Belt and Belt Road, which define the boundary of the parish in the north, and Foxby Lane to the south. These developments have largely followed national trends with winding cul-de-sac streets, hosting a mixture of detached, semi-detached, short terraces, and bungalows, interspersed with small parks and playing fields. The population of the town has continued to grow throughout the 20th century and in 2021 stands at 22,117.

Gainsborough was selected as a town which could host post-war growth, with the intention of housing families who had been displaced from London due to bombing during the Second World War. Middle Field estate is an interesting example of post-war aspiration. The houses are largely short-terraces, with small gardens to the front and rear, and greens rather than roads between the residential areas, car parking is available at the end of the terraces. This estate has elements of Radburn design, which incorporated greens and social areas with the hope of encouraging community cohesion and providing children with safe areas to play away from cars (Waite, 2013; Lewis and Parker, 2016). A recent archaeological excavation in the council estate has demonstrated that the open areas have been mostly occupied as play areas for children, thus meeting the aspirations of the initial design.

1.6.2 TRADE AND INDUSTRY

The 20th and early 21st century has seen the conversion of many of the former riverfront warehouses, new industrial units built to the east side of Bridge Street, following the large scale demolition which took place when the road was widened.

Marshall and Sons' Britannia Iron Works diversified in the 20th century to meet the new demands placed on production by the First and Second World Wars (HER: MLI88522). The First World War saw the production of tanks and aircraft and during the Second World War midget submarines were produced. The 20th century saw Marshall and Sons Co Ltd become the town's largest employer, with 5000 employees during its peak in 1914 (Grace's Guide, 2020a). In the 1940s Marshalls, Sons and Co Ltd merged with John Fowler and Co, and together the companies focussed on tractor production. By 1967, the company was acquired by Thomas Ward, who by 1975 ceased production at Gainsborough. British Leyland, a company which specialised in vehicle production, bought the site. This too was temporary, as by the 1980s production had fallen into decline and the manufactory complex was closed. The closure of the Marshall's complex resulted in a severe economic downturn for the town and much unemployment. The buildings remained derelict for the remainder of the century. In the 21st century, the site has been redeveloped into a retail park, with an architectural blend of the original buildings and modern design.



Lea Road Council School

The Rose Brothers also went into production during the Second World War, producing a variety of parts for aircraft and improving their design. These were improvements such as reducing the blind spots of Handley Page Hampden bomber planes (Grace's Guide, 2020b).

1.6.3 RELIGION AND EDUCATION

New churches continued to be constructed or renovated in the 20th century. A Primitive Methodist Chapel was constructed on Ropery Road in the early 20th century (HER: MLI87230). Built in a Gothic style in red brick and stone the structure has been converted to residential use in the 21st century. St Andrews Methodist Church was constructed on Shakespeare Street in the early 20th century (HER: MLI90515). In 2007, a Historic Buildings Survey was undertaken on the property prior to its demolition; housing has since been constructed in its place.

Almshouses were constructed in 1926 by a member of the John Robinson Memorial Church (HER: MLI50274). They were intended for the members of the congregation. By the 1960s there were not enough members to fill the vacancies, so the houses were made available to the wider public.

New schools also continued to be opened throughout the 20th century responding to the growth of Gainsborough's population. The Lea Road Council School (HER: MLI116389) is an ornate example of an Edwardian school, located on the major route into Gainsborough from the south, (A156). Built in 1906 to replace earlier schools on Bridge Street and Hickman Street, the school taught infants, juniors, and seniors, until 1930 after which time boys were sent to the Benjamin Adlard School. In 1945, the school became the Gainsborough Lea Road County Primary and Secondary Modern for girls. Gainsborough's schools were reorganised in 1965 and again in 1993, which resulted in the closure of the Lea Road school buildings, the site has been abandoned since 2010.



Gainsborough Library

The Benjamin Adlard School, located on Sandfield Lane (HER: MLI125397) opened in 1930, built by the Lindsey County Council. It was built to replace the Trinity School on Florence Terrace which was deemed unsuitable by modern educational standards as well as to take junior and senior boys from the Lea Road Council School. By 1964, senior pupils were transferred to the Gainsborough North Secondary School. The building was influenced by the 'open air' movement, which aimed to improve conditions for pupils with improved ventilation and light. In 1940, Queen Elizabeth's School on Cox's Hill was moved to its current position on Morton Terrace (HER: MLI125385, MLI125384), on land donated by Sir Hickman Bacon (Beckwith, 1989). Several new schools have been constructed in the wider town as part of large scale mid-late 20th century developments such as the Warren Wood Academy, the Whites Wood Academy, the Aegir Community School, and Castle Wood Academy. These are within the housing developments and are a seamless part of the streetscape.

1.6.4 CHARACTERISTIC BUILDINGS

Gainsborough Library (HER: MLI115922, NHLE: 1424936)

Grade II listed Gainsborough Library is the oldest purpose-built library in Lincolnshire, built in 1905, and still retaining many of its Edwardian fittings. Funding for the building came from Andrew Carnegie. The land for the library was given by Sir Hickman Bacon with the condition that its architecture would harmonise with the 15th century hall opposite. The library was constructed in red brick in a Tudor style with mullioned windows and faces the hall.

1.6.5 RECREATION

Cinemas, theatres, and art centres have been founded throughout the town centre in the 20th and 21st centuries. The first cinema was opened on Church Street by the 1930's, although the building has since been converted into a night club. The former police station on Spring Gardens was converted into the Old Nick Theatre and the former Trinity Church has been repurposed as the Trinity Arts Centre. Whitton Gardens, now known as the Riverside Gardens were opened in 1973 (Outram, 2012) on the site of former warehouses and the old course of Caskgate Street.

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 which 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 identified and analysed as wider areas.

The HUCTs are divided into 14 periods (see table below); 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 character areas are discussed in terms of heritage value, based upon Historic England’s 2008 ‘Conservation Principles’, these include: Evidential, Historical Aesthetic and Communal. ‘Conservation Principles’ sets out a method for thinking systematically and consistently about the heritage values that can be attributed to a place. People value historic places in many different ways; ‘Conservation Principles shows how they can be grouped into four categories. A concordance table has been produced to compare the values taken from the ‘Conservation Principles’ with the NPPF, in terms of significance.

The values are as follows:

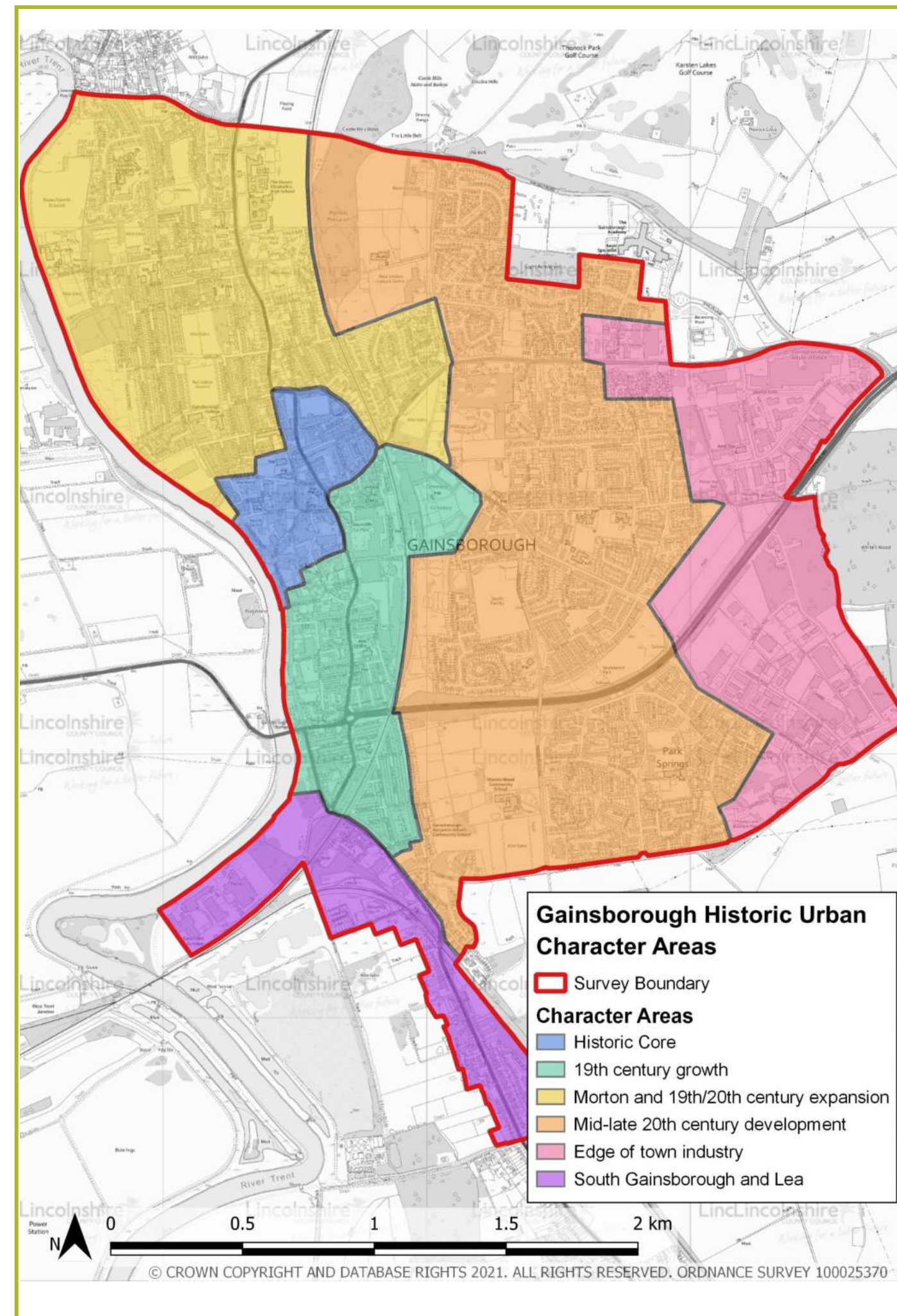
Evidential: the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might involve both national and local archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological 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
Prehistoric	10000-43	Pre-H
Roman	43-409	Rom
Early Medieval	410-1065	E-Med
Medieval	1066-1539	Med
Post Medieval	1540-1759	P-Med
Late 18th Century	1760-1799	Late 18thC
Early 19th Century	1800-1832	Early 19thC
Mid 19th Century	1833-1865	Mid 19thC
Late 19th Century	1866-1899	Late 19thC
Early 20th Century	1900-1924	Early 20thC
Early Mid 20th Century	1925-1949	Early-mid 20thC
Late Mid 20th Century	1950-1974	Late-mid 20thC
Late 20th Century	1975-1999	Late 20thC
21st Century	2000-Present	21stC



Conservation Principle values

This can be used to understand how value has been assigned in the value tables which can be found in the Historic Urban Characterisation Area Assessments (HUCAs).

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 of the potential for above and below ground archaeological deposits to survive may be affected by the current lack of research within the wider area. Forms of historic environment mitigation work may still be required as part of any new development 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 our understanding of 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 our understanding of 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 of 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.

Concordance Table between Historic England Conservation Principles and the NPPF

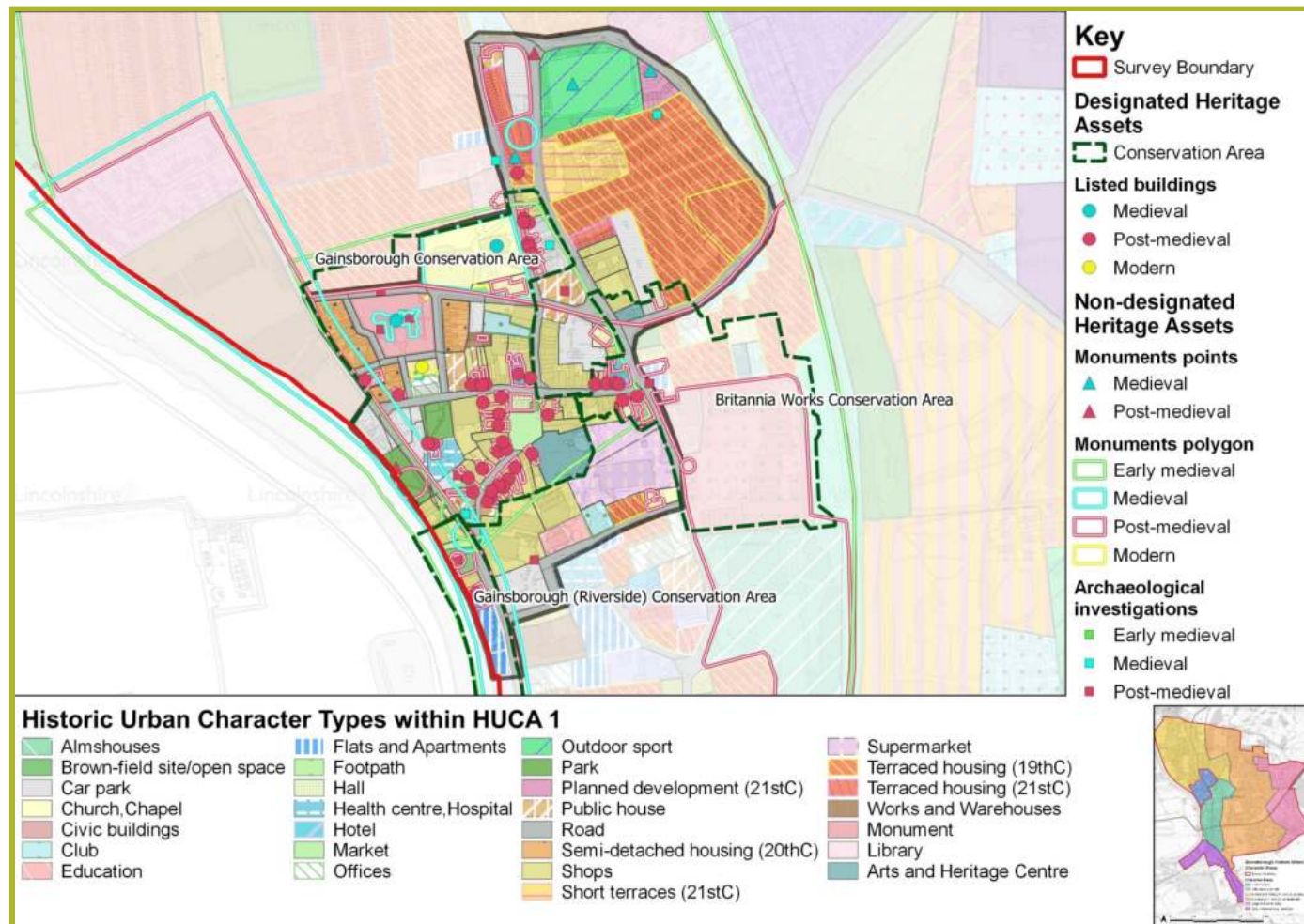
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>“the potential of a place to yield evidence about past human activity.”</i>	<i>“There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence 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 2019 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 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. 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 should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting.

The EUS discusses local character, including built character and landscape setting, the evidence provided in the character assessments can be used to support 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.

Recent design-related guidance, including the National Design Guide and the National Model Design Code, explicitly reference the significance and value of understanding the historic character of a place. Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage. In all cases the EUS programme, and its products, are directly aligned with the aspirations in these key planning guidance advice notes and emerging legislation.



HUCA 1—Historic Core

Key characteristics

- ◆ Developed in the medieval period.
- ◆ Use is predominantly commercial with some civic buildings and residential areas.
- ◆ Much of the layout planned in the form of burgage plots.
- ◆ Buildings are 2-4 storeys.
- ◆ High density buildings and narrow streets.
- ◆ Market Place provides a clear core to the town centre.
- ◆ Large amount of infilling and redevelopment in the 18th and early 19th century to the rear of the street frontages.
- ◆ Irregular medieval street pattern, a large amount of which remains.
- ◆ Remnants of yards and passages from the medieval period.
- ◆ Dominant material is red brick with traditional wooden windows and slate roofs.

Landscape History

This character area probably represents the earliest settlement in the town. Written sources such as the Anglo Saxon Chronicle confirm the presence of a town in the early medieval period; although it is not yet fully understood where this settlement was. It is thought to be buried beneath the town centre which was certainly extant by the medieval period, evidenced by the medieval street layout, as well as the presence of the Old Hall and All Saints Church. Gainsborough has seen multiple episodes of redevelopment over the ensuing centuries, brought about, in some cases by the destruction of the older buildings through conflict, such as the Civil War of the 17th century and bombing during the Second World War. Fire damage in the 17th century also resulted in the redevelopment of much of Lord Street. It was not until the mid 19th century that development began to occur outside of the medieval boundaries (the area covering Bridge Street, Silver Street, Church Street, Market Street, and Lord Street) prior to this, a large amount of infilling occurred behind the street frontages, forming dozens of yards holding small close knit terraces. These yards were removed during the 1920's-30s due to the unsanitary conditions they provided for the residents. Redevelopment and renovation has continued to affect the town throughout the 20th century, Caskgate Street was realigned and Bridge Street was widened, with many buildings demolished in the process.

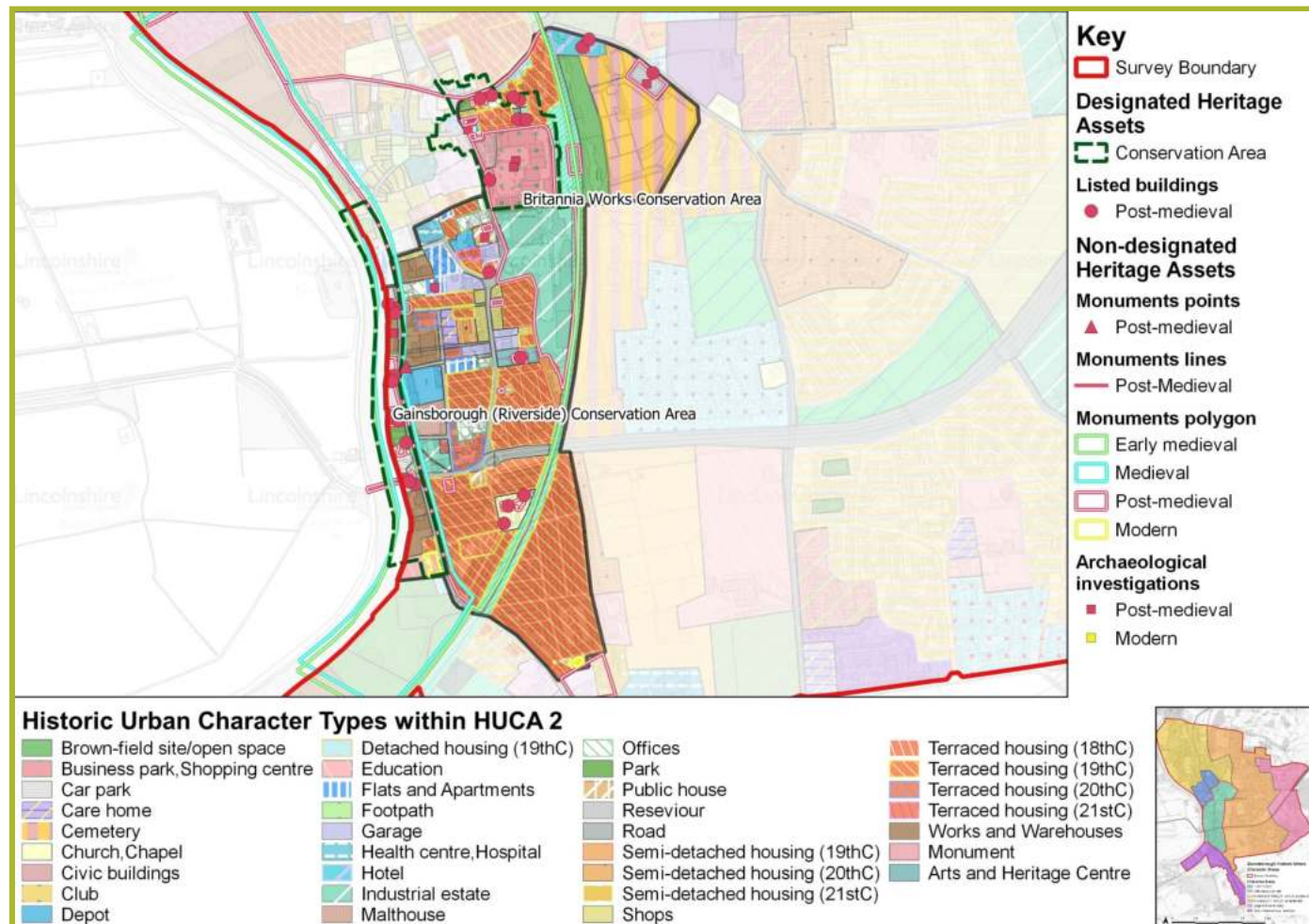


Evidential Value: There is a large amount of evidential data within the Historic Core Character Area. It is suggested that the early medieval settlement is buried beneath the later medieval town, although more archaeological investigation is required to ascertain this. Despite a large amount of infilling and redevelopment in the post-medieval and modern periods, the historic street pattern is reasonably well preserved. The majority of the buildings date to the 18th-20th centuries, although it is likely that earlier fabric remains behind later façades. Gainsborough Old Hall and All Saints Church, the oldest surviving buildings within the town are within the HUCA providing a tangible link to the manorial and religious history of the town.

Historical Value: The large amount of built heritage preserved within the character area makes a strong contribution to understanding the early history of the town, providing information on the early manorial development of the town as well as the religious history of the medieval period. There has been a large amount of redevelopment in the town and a lot of information is available as to the reasons behind these changes. They also reflect the changing needs of the town and the individuals behind the work.

Aesthetic Value: The heritage of the town is instantly recognisable within the character area. The varied building heights, steeply pitched roofs, alleyways and passages are hallmarks of a historic town and are prevalent within the space. Gainsborough Old Hall is also a visual reminder of the age of the town and is an indicator of the redevelopment which has taken place in the wider locality.

Communal Value: The large amounts of heritage within Gainsborough is celebrated within the character area through art installations such as the riverside mosaics. Former port staiths have been converted into parks and green areas, creating a link between the former industrial status of the town and present day. The conversion of many of the warehouses and wharfs into flats also creates another tangible link between the towns industrial history and its modern residents.



HUCA 2—18th and 19th century growth

Key characteristics

- ◆ 18th and 19th century development including residential and industrial buildings.
- ◆ Area comprises industries as well as the housing which was built for the employees of those industries.
- ◆ Long terraced streets. On-street parking
- ◆ Many former river front buildings have been converted into flats, largely sympathetically.
- ◆ Predominantly red brick, a large number of timber windows; some have been converted to uPVC.
- ◆ Building height 2-4 storeys.
- ◆ Railway created a natural boundary for some of the developments.
- ◆ Former Marshall's engineering complex has been converted for modern shops creating a stand-alone shopping precinct.
- ◆ The river frontage has been repurposed for recreational use with a walkway and small parks.
- ◆ Street furniture makes a large contribution to the atmosphere of the walk way.
- ◆ The Riverside Conservation Area and Britannia Works Conservation Area within HUCA.

Landscape History

In the medieval and post-medieval periods, the area was largely agricultural, with many small closes. Industry has been extant along the river front since the medieval period. The main roads north-south in the character area also date to at least the medieval period. By 1851, development had taken place along the east side of Bridge Street, largely comprising yards, and rows of tenements. The HUCA was the first to be developed outside of the town centre in the mid-late 19th century, this was made possible due to the implementation of the parliamentary enclosure which allowed former common land to become available for development. Much of the new development was funded and carried out by local industrial firms such as Marshall and Son's Co who built hundreds of houses. These streets are typical of an industrial town with long regimented rows of terraces, interspersed with small alleys and cut-throughs. Churches, schools, and public houses were also built within the developments. In the 20th century, many of these streets have been largely unchanged apart from a small amount of new development. Bridge Street has seen a large amount of alteration, with many of the former residential streets removed and new industrial buildings built in their space. Many of the former industrial buildings to the west of Bridge Street have been converted into residential use.

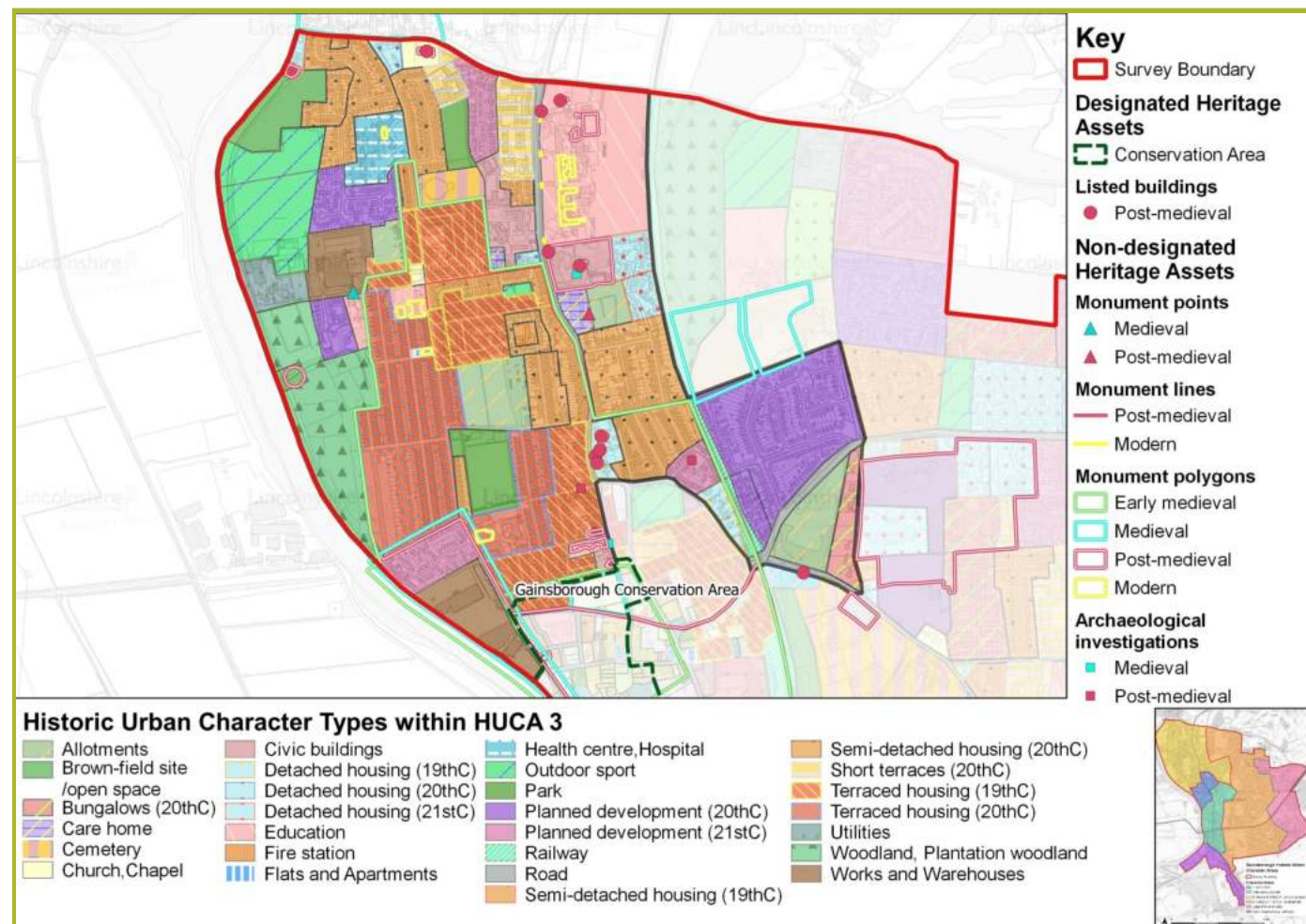


Evidential Value: Many of the industrial buildings survive, some have retained their use and some have been sympathetically restored. Much of the former street pattern has been retained, including medieval and 19th century streets, some of which reflect the shape of medieval closes. The earliest school building which dates to the late 18th century is also extant to the north-east of the HUCA; it has since been converted into a hotel although photo evidence still survives of its former use. A small number of industrial buildings have yet to be restored and stand derelict; further renovation is needed to address these issues. These buildings may preserve evidence of the industrial heritage of the town and port.

Historical Value: This character area provides a large amount of context for the development of Gainsborough as an industrial town, representing one of its main periods of growth and the many industries which stimulated it. The development, demolition and redevelopment of these spaces makes a large contribution to our understanding of the constantly changing environment. There is considerable retention of the terraced streets and the mid-late 19th century development.

Aesthetic Value: The preserved terraced streets and large scale of repurposed industrial buildings provides an instant link to the former character of the area and the people who lived within it. The character area has seen much redevelopment. A lot of this has been sympathetically managed which creates a unique sense of place and an instantly recognisable historic narrative, easily understood by anyone who visits.

Communal Value: Marshall's Yard creates a tangible interactive space in which the public can connect with the industrial heritage of Gainsborough. The walk-way which borders the river allows visitors and locals alike a view of industrial buildings which was once only afforded by boat. This creates an accessible link between the port industry and the modern day sense of the town.



HUCA 3—Morton and 19th/20th century expansion

Key characteristics

- ◆ Residential housing, some of which was built as the result of town centre slum clearance.
- ◆ Majority of character area consistent, but newer housing developments inconsistent with terraced housing.
- ◆ Majority of houses date to the beginning of the 20th century; areas were also built in the mid-late 20th and in-filled in the 21st century.
- ◆ Red brick, traditional timber windows, or uPVC replacements, tile, or concrete roofs.
- ◆ Building height 2 storeys.
- ◆ Older developments comprise long straight streets with rows of terraced or close semi-detached housing.
- ◆ Older developments have on-street parking, newer developments have driveways.
- ◆ Largely flat, with the landform rising at the east of the HUCA.

Landscape History

Prior to the enclosure of Gainsborough Parish in 1796-1804, the landscape within the character area comprised agricultural closes (located close to the town centre and south of Morton), agricultural fields and North Warren. In the 17th century, an agreement to destroy the North Warren was made. The fields were enclosed into rectangular fields, the pattern of the older closes was preserved during the process. By the late 19th century, a small amount of development had taken place in the character area, largely comprising terraced housing and semi-detached housing. This was built as ribbon development and as new terraced streets extending from North Warren Road. Large detached properties were also extant between Morton Terrace and the railway line. Small industries were also in operation in the area in the 19th century including Union Oil Mill (HER: MLI52068), and the Morton Corner Mill (HER: MLI84654). The former site of the Union Mill has since become a community woodland. In the 1920-30s, new terraced and semi-detached streets were built in the HUCA to accommodate local people whose houses had been demolished in the slum clearances in the town centre. Allotments, schools (HER: MLI125385, MLI125384, MLI125396) and hospitals (HER: MLI125388) were included in developments, many of which survive into the present day. In the late 20th century the remaining green fields in the HUCA were also residentially developed.

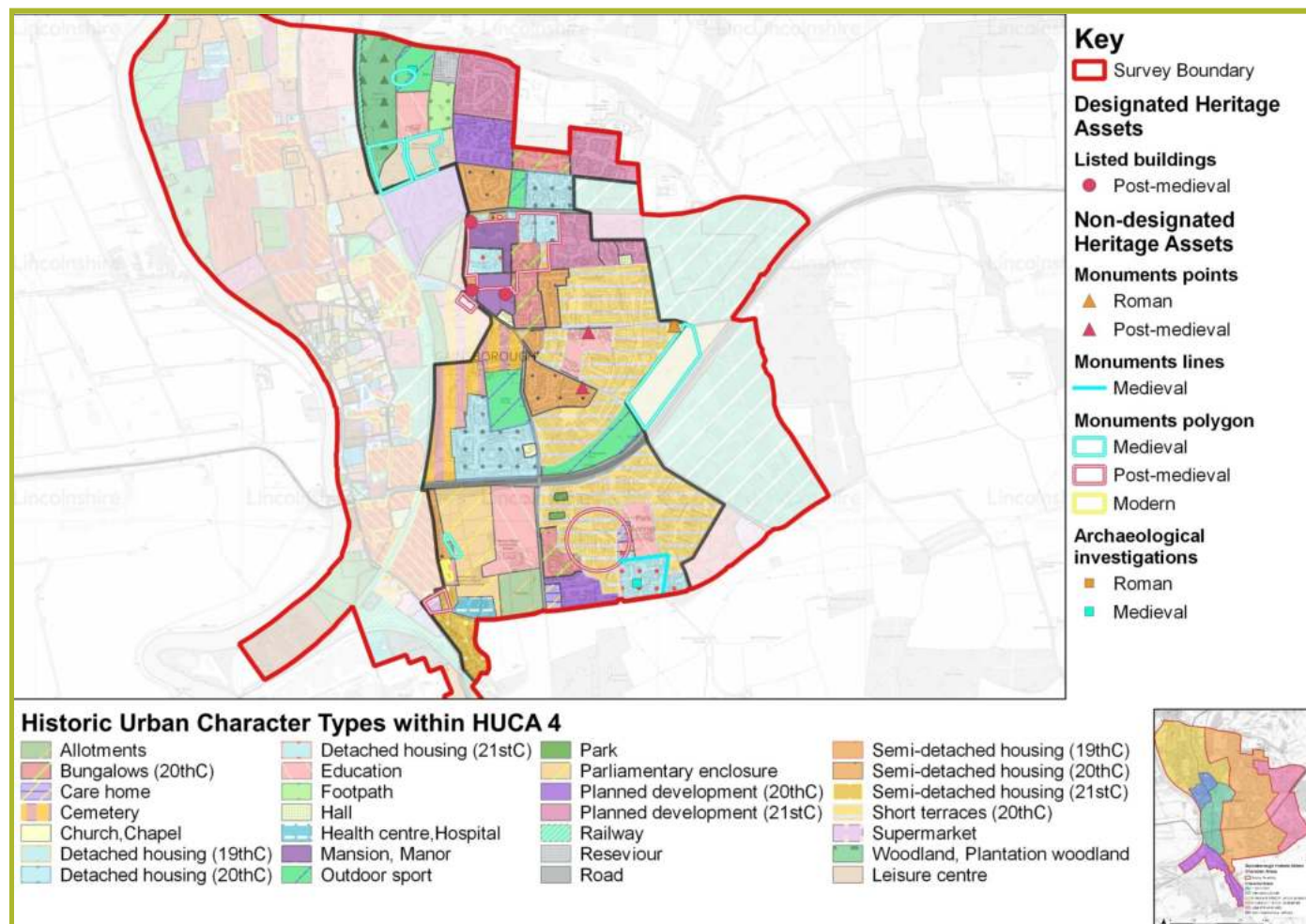


Evidential Value: There are several monuments which provide evidence of former industries and activities throughout the character area, including mill sites, which have since been redeveloped, schools, churches, and houses. These structures date from the 19th and 20th centuries. Some of the former medieval and post-medieval field boundaries are recognisable in the present day pattern of the character area.

Historical Value: The character area contributes to our understanding of the wider town. The development of much of the HUCA was the result of the slum clearance of streets around the centre of town, demonstrating the frequent changes which have taken place in Gainsborough. Queen Elizabeth's School was a new construction in the 20th century following the closure of the late 18th century school building which has since become Hickman Hotel.

Aesthetic Value: A large amount of the character area has a consistent visual character. The streets of terraced housing demonstrate late 19th and early 20th century social housing and the slightly larger 1930's housing clearly shows changing trends. The character area has quite a close connection with the River Trent, which is visible from several places; this is particularly clear to the east of the HUCA, where houses have been built purposefully to overlook the river.

Communal Value: The early 20th century allotments provide public space within the character area. Furthermore there are frequent corner shops at the end of terraces, and a large number of public amenities, which are separate to those found in the town centre, creating a separate community area. The heritage connection may not be immediately obvious.



HUCA 4— Mid-late 20th century residential development

Key characteristics

- ◆ Residential character, interspersed with schools and small playing fields.
- ◆ The topography is undulating with some streets of varying heights and long views to the east.
- ◆ Large estates, often built in single developments.
- ◆ Developments confined by the main roads out of the town centre, smaller roads connect these estates with winding cul-de-sacs.
- ◆ Mixture of red, buff and brown brick,
- ◆ Modern uPVC windows.
- ◆ Mixture of styles reflecting period of development.
- ◆ Many houses have driveways.
- ◆ Planned greens were established at the front of many of the houses with the intention of moving cars and traffic away from house fronts.
- ◆ Most properties have gardens to the front and rear, and are set within a land plot.

Landscape History

The landscape in the medieval period was largely open fields with some closes. The majority of these fields were devoted to arable due to higher ground level, with the meadows and marshes more common towards the river. Some ridge-and-furrow is recorded in the character area (HER: MLI80071, MLI52075, MLI99421). A rabbit warren was also extant towards the south of the character area. During the Civil War in the 17th century, this warren is reported to have made movement difficult for the soldiers. Industrial activity, including gypsum quarries are recorded to the north (HER: MLI52070). In the late 18th century the landscape was enclosed through the Parliamentary Enclosure Act of 1796-1804, resulting in former open fields being divided into small neat enclosures and planted with hedges, although many of the older closes retained their shape. By the 19th century the gypsum quarry had also ceased operation, however many of the hills and pits associated with the works remain. In the mid-late 20th century large scale developments took place, these often incorporated small shopping areas and schools. A number of these were council led and there is a large amount of social housing in the area. The social vision behind some of the developments is visible in the layout of the 1960s estates, particularly Middle Field, which is based upon Radburn ideals. The houses did not conform to any one style, rather they were built reflecting national trends. In 1983, Thorndike Way was constructed, which truncated the former field boundaries, and creating a new boundary in the town.

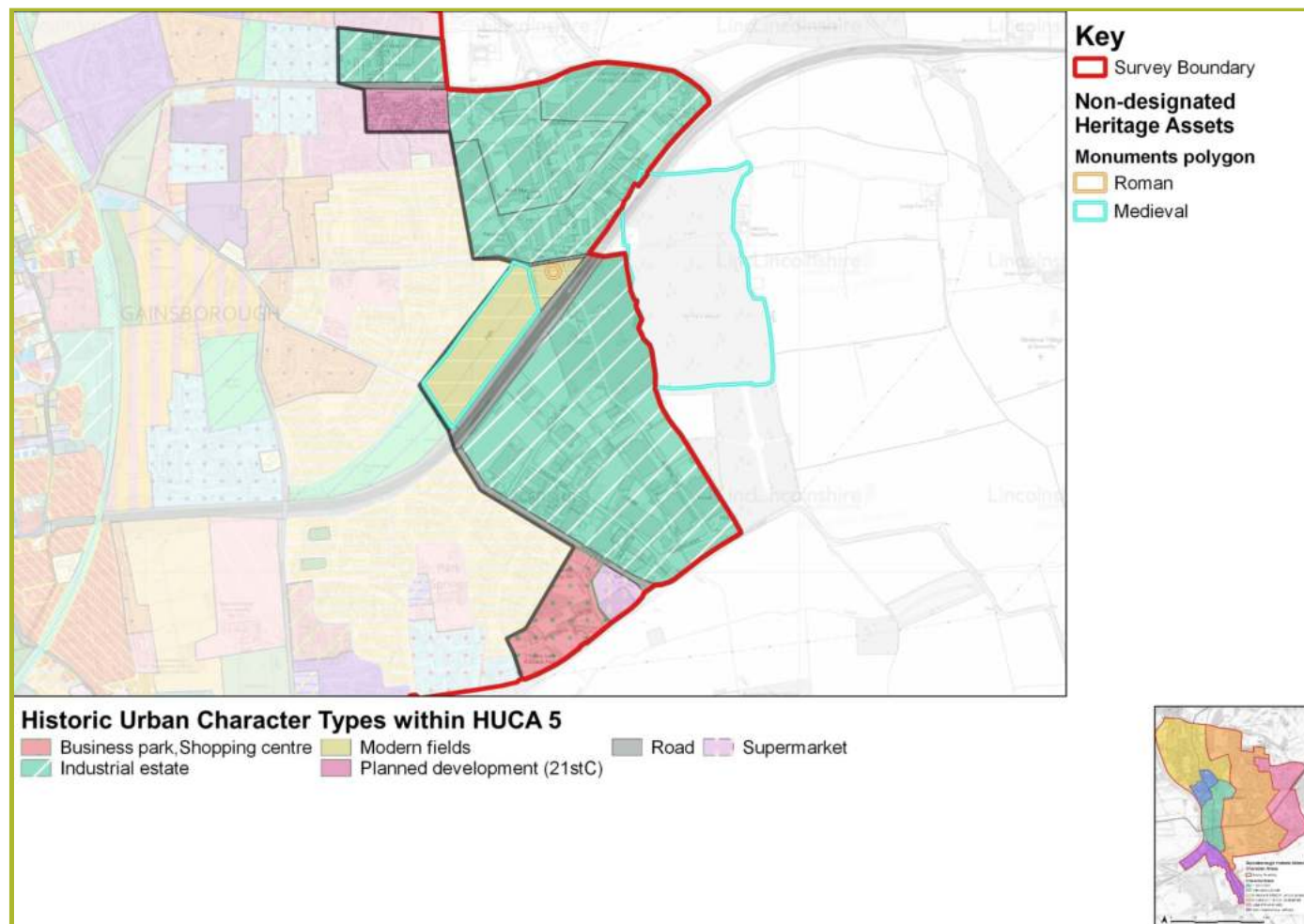


Evidential Value: Evidence within the character area from both the medieval and post-medieval periods demonstrates that there was a reasonable level of activity in these periods within the HUCA. A possible battle site of the Civil War is also recorded. Excavation of the area, has not yielded much evidence to support this despite the battle site being acknowledged to be in the locality. Recorded ridge-and-furrow and a possible 13th century hedgerow (HER: MLI91545) reflect the agricultural use of the character area. The development of 20th century housing standards and ideas are well represented in the character area, including pre-fabricated housing and post-war estates. Planning aspirations of the mid 20th century are clearly seen in the layout and style of the housing.

Historical Value: Much of the physical evidence is supported by historical documents including manorial documents from 1296, relating to the gypsum quarries and accounts of the landscape during the Civil War. The planning aspirations of the 20th century found in the character area are reflected across the country, providing important context for the development of the area, as well as the aspirations behind them.

Aesthetic Value: The former historic field boundaries are not easily identifiable in the character area and many have been disregarded during new residential development. Middle Field Estate reflects key elements of post-war planning including the aspirations for greener and happier estates. There are countryside views within the character area over the hills to the east and towards the River Trent in the west.

Communal Value: The character area is largely private residential, however it is interspersed with schools, and shopping areas, which provide public space.



HUCA 5—Edge of town industry

Key characteristics

- ◆ Large industrial estates.
- ◆ Commercial businesses.
- ◆ Developed in the late 20th century and early 21st century.
- ◆ Large industrial units with associated parking.
- ◆ Building materials, red brick, corrugated iron warehouses, few windows.
- ◆ Buildings set back from road with large taxiing areas outside the front of many buildings for lorries and vans.
- ◆ Some vegetation: amenity grass, shrubs and small trees.
- ◆ Bounded by high fences
- ◆ Inactive street frontages, area designed for utility.

Landscape History

Some of the earliest remains within the survey boundary are located within this HUCA with the HER recording (HER: MLI52074) a possible Roman Kiln. During the medieval period this character area was part of the open field system for the parish, this is supported by the presence of ridge-and-furrow (HER: MLI80071). The fields were named Beck Field and Furze Common, indicating the presence of nearby streams and gorse bushes. Heapham Road was a later addition, which cut across these fields after they were established. In the late 18th century the fields were made into smaller enclosures as part of the Parliamentary Enclosure, which was awarded in 1804. The outline of the former pattern was still visible after the enclosure; although the fields had been divided internally. The field pattern established during the enclosure endured until the late 20th century, when a number of the boundaries were removed, industrial buildings began to appear to the south of Corringham Road, and in 1974 the A631 Thorn-dike Way was constructed, completely truncating the landscape. The field pattern of both the open field system and the parliamentary enclosure is no longer recognisable. Between the late 20th and early 21st centuries, dozens of industrial units have been erected forming the industrial estates. White's Wood (HER: MLI50649), to the east of the character area is included in the Nature Conservancy Council's (now Natural England) 'Inventory of Ancient Woodland'.

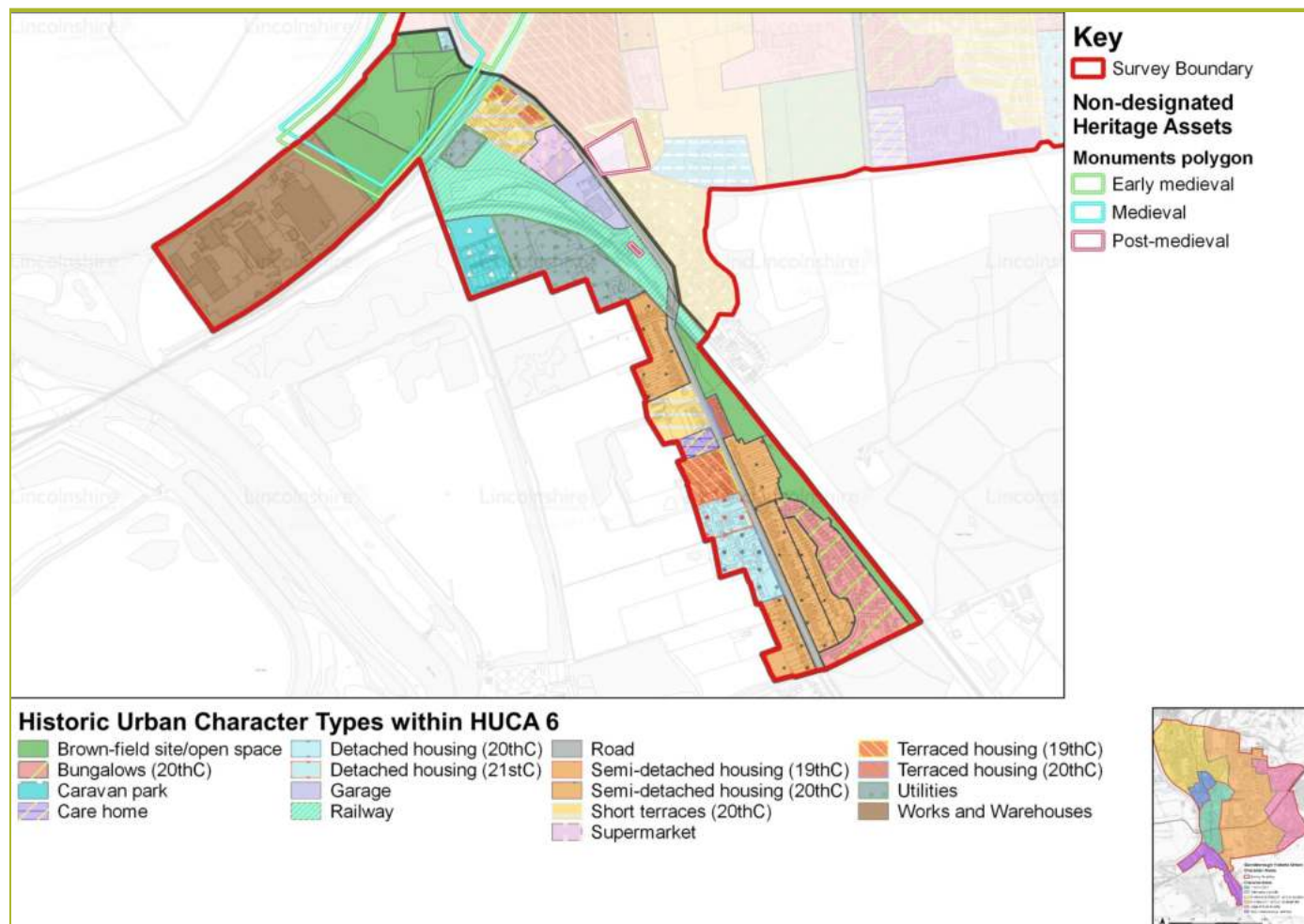


Evidential Value: Evidence from the Roman, medieval, and post-medieval periods is recorded within the character area. This suggests that the character area has been largely utilised for agricultural purposes for an extended period of time.

Historical Value: The HUCA does not significantly contribute to the history of the wider town, and the construction of the industrial estates has removed a large number of the historic field boundaries. Furthermore, archaeological investigation was not undertaken prior to construction, consequently, the full historical context of the character area is not understood.

Aesthetic Value: The historic character of the HUCA was defined by the shape of its fields and the boundaries imposed in the medieval and post-medieval periods, since the construction of the industrial estate and A631, this pattern has been obscured. The current, late 20th century industrial character limits the aesthetic value which can be derived from the HUCA.

Communal Value: There is limited communal value due to the largely industrial and commercial nature of the HUCA. Despite this the character area is important source of employment for people living in the town.



HUCA 6– South Gainsborough and Lea

Key characteristics

- ◆ Largely residential
- ◆ Small industrial areas as well as riverside industry.
- ◆ Some of the HUCA separated from the town by a railway bridge.
- ◆ Large edge of town commercial supermarkets and shops.
- ◆ Detached and semi-detached ribbon development.
- ◆ Cul-de-sacs comprising bungalows and detached housing.
- ◆ Utilities including a recycling facility and gas works; industry is also extant on the edge of the River Trent.
- ◆ Architectural style is predominantly 20th century sub-urban housing.
- ◆ Dominant material is brown/red brick.
- ◆ Half render, Tudor weather-board and bay windows are popular features.
- ◆ 1-2 storeys.
- ◆ Railway station stands out with yellow brick and classical architecture.

Landscape History

Lea was a small village by the medieval period. Its location is slightly beyond the survey boundary. Urban sprawl between Lea and Gainsborough has created a long, thin area of settlement which connects the two. In the medieval period, this character area was largely meadow, summer pasture and marsh-lands, with field names including Summer Gangs, Humble Carr, and the South Common. It saw large changes during the Parliamentary Enclosure, with former communal pasture areas divided into small fields; this also altered the communal way in which farmers and herders operated. By the 19th century, industry had been established on the banks of the River Trent, comprising oil mills, windmills, and granaries. A number of the industrial buildings have been repurposed; however warehouses and factories remain. In 1867, the railway was constructed and the Lea Road Station was built, connecting Gainsborough to Lincoln. The railway bridge built at this time creates a barrier from HUCA 6 to the rest of the town, providing an individual feel to this area. Slow, small scale development has taken place on Lea Road (A156), through the late 19th and 20th centuries. This has primarily taken place on the main road, however small residential cul-de-sacs have also been built in more recent years behind the road front.



Evidential Value: The character area provides context of the agricultural system of the town and the environmental conditions which shaped it. However, in terms of tangible heritage there is a limited amount which contributes to the town development.

Historical Value: The agricultural and industrial context provided by the character area forms part of Gainsborough's wider historical narrative. The presence of the station, which is the second in Gainsborough demonstrated the confidence which was held in the industrial promise of the town

Aesthetic Value: Former industrial buildings form a group of large warehouses and factories which are frequent on the river front. The urban sprawl on the road into Gainsborough demonstrates numerous periods of architectural style as seen throughout the 20th century. However from a heritage perspective, the contribution made by the area to the aesthetic value of the town is negligible.

Communal Value: The predominantly private nature of the character area limits the communal value from a heritage perspective. The ribbon development, including the domestic dwellings, large commercial shops and small scale industry is focussed on either side of a busy road, this produces a service area feel rather than creating a place where the public would stop.

DISCUSSION

Historic background

There is little evidence from the prehistoric period within the survey boundary of Gainsborough, although activity is recorded in the wider area. Aerial photography has recorded several areas of possible prehistoric enclosures. Further work is required to ascertain the nature and condition of these remains. Gainsborough in the Roman period is more fully understood, an excavation to the south of Thornock Hall has recorded the probable remains of a small Roman settlement and Roman features, as well as scattered coins and pottery.

Documentary evidence provides a tangible link to the early town of Gainsborough, which is recorded in the Anglo Saxon Chronicle. The name 'Gainsborough' dates to the early medieval period and is believed to mean 'Gegn's fortification'. A permanent settlement at Gainsborough is known to have been established in this period. Its location is unknown, although it is likely to be buried beneath the later medieval settlement which has remained in the same location through to the modern day. By the 9th-10th century, the area was occupied by the Gainas Tribe. Ealhswith, wife of Alfred the Great, is believed to have originated from this group. In 1013, King Swein is recorded as arriving in Gainsborough, allowing Swein access to the Five Boroughs of the Danelaw, Northumbria and Lindsey. Swein's son Canute (Cnut) acceded to the throne in 1016.

Gainsborough began to develop into the recognisable present day town, in the medieval period. The medieval extent of the town is thought to have been located around Church Street, Silver Street, Lord Street, the Market Place, Caskgate Street, and Bridge Street. The plots extending from these streets were interspersed with alley-ways and courtyards, for goods, storage, and gardens. Gainsborough was officially awarded borough status in 1200-1250, a market being prescriptive of such a status. Charters granting permission for fairs were awarded in 1242 and 1292. The first record of the church dates to 1180, and is known to have belonged to the Knights Templar. All Saints Church is thought to be located on the same site as the older structure. It dates to the 14th and 18th centuries, the tower being the only part of the earlier structure remaining. In 1298, Gainsborough was granted permission to build or repair a quay. The town was an out-port for Torksey at this time, which was a more important port. It was not until the 15th century that Gainsborough began to over-take Torksey in importance and by the 16th century merchants in Hull complained of Gainsborough stealing their custom. Gainsborough Old Hall was built as a fortified manor house between 1471 and 1484 by Sir Thomas Burgh. The building, which comprises a great hall and two wings, in a horseshoe shape originally had a fourth side, although this was destroyed during the Civil War in the 17th century. Gainsborough saw a small number of battles and skirmishes during the Civil War of 1642-1651. Its strategic location made it an important town during this period. A battle site is recorded to the south of the survey boundary, and documentary evidence provides further insight into Gainsborough during the war.

The 18th century saw Gainsborough grow into a thriving port, although the town was not granted official port status until the mid-19th century. In this period the town also became an industrial centre with dozens of industries, including malting, milling, brewing and, in the 19th century, engineering. The courtyards and alleys of the town centre were in-filled in the late 18th and early 19th century. This was the result of housing shortages as well as the reluctance to encroach on common land. Dozens of small cottages and terraced yards were built to the rear of the main streets. New land was made available when in 1796-1804 an Act of Parliament was passed for enclosing the agricultural land around the town. This changed former common land into private ownership, which was swiftly made available for development. Dozens of terraced streets were erected to the south of the town, many of which were paid for by local industries such as Marshall and Sons Co. The 20th century has seen large changes to the town, including the clearance of the former terraced yards, which had become dilapidated and unhealthy. New housing was built for those displaced by these clearances, to the north and east of the town. Large housing estates have also been constructed to the east throughout the century. In the town centre, remodelling has been a constant feature as old streets and buildings not fit for purpose have been renovated, changing the nature of the town and its streets.

Character summary

The character of Gainsborough demonstrates several episodes of development and regeneration. HUCA 1 represents the historic core, The street pattern and property boundaries on the high street preserve some of the medieval layout and retain many buildings from the 16th-19th century, which themselves are a product of redevelopment. 20th century redevelopment has removed some of the former historic patterns and character. HUCA 2 was the first area to be developed outside of the medieval boundaries in the 19th century. Terraced streets and industries are common throughout the character area and red brick dominates the material palette. The oldest buildings are the 18th and 19th century warehouses on the river front, many of which have been renovated for residential use in the late 20th and early 21st centuries. In the early 20th century, slum clearance in the town centre prompted the council to build new streets to the north of the town, in HUCA 3. These streets are typical of the early 20th century and are largely formed of red brick terraces and semi-detached houses. The population of the town continued to grow throughout the 20th century, resulting in several large-scale suburban developments. These residential streets reflect national fashion and are a mixture of housing styles and brick colours. The presence of small playing fields, cul-de-sacs, gardens, and schools joins HUCA 4 into one character area. HUCA 5 represents the out of town industry, which is common in larger towns. Although in Gainsborough, the large industrial areas have changed from the town centre and river front to the edge of town. HUCA 6 has been separated from the main town by the construction of the railway in the mid 19th century. It is primarily urban sprawl, located on either side of Lea Road with small industries and large commercial shops. To conclude, Gainsborough is distinctive for the level of renovation and regeneration it has been subject to, from the 17th century up to present day. This has created a singularly interesting town, with a strong identity and a unique sense of place.

REFERENCES

- Anderson and Glen. (2014). The Old Court House, Gainsborough. Heritage Statement
- Beckwith, I. (1968a). *The River Trade of Gainsborough*. Lincolnshire History and Archaeology, Lincoln.
- Beckwith, I. (1968b). *The Making of Modern Gainsborough*. Gainsborough Urban District Council, Gainsborough.
- Beckwith, I. (1969). *Gainsborough during the Great Civil War*. Bartle and Sons Ltd, Scunthorpe.
- Beckwith, I. (1971). *The History of Transport and Travel in Gainsborough*. Gainsborough Urban District Council, Gainsborough.
- Beckwith, I. (1972). *The History of Farms and Farming in Gainsborough*. Gainsborough Urban District Council, Gainsborough.
- Beckwith, I. (1989). *Queen Elizabeth's Grammar School Gainsborough 1589-1989*. Periwinkle Press, Lincolnshire.
- Beckwith, I. (1988). *The Book of Gainsborough*.
- Cavill, P. (2018). *A New Dictionary of English Field-Names*. Nottingham, English Place-Name Society.
- Cameron, K. J, Field, J, Inslay. (1998). *A Dictionary of Lincolnshire Place-Names*. Nottingham, English Place-Name Society.
- Clarke, G. (2020). *Gainsborough's Port and River Memories*. [online] available at: <https://www.gainsboroughheritage.co.uk/gainsboroughs-port-and-river-memories/> [accessed 10 Jan 2021].
- Ekwall, E. (1960). *The Concise Oxford Dictionary of English Place-names*. New York, Oxford University Press.
- Higginbottom, P., (2020). *The Workhouse In Gainsborough, Lincolnshire*. [online] Workhouses.org.uk. Available at: <http://www.workhouses.org.uk/Gainsborough/?_sm_byp=iVVRsTj6D4tTtq7 [Accessed 09 12 2020].
- Grace's Guide. (2020a). *Grace's Guide to British Industrial History, Marshall, Sons and Co* (Gainsborough). [online] available at: https://www.gracesguide.co.uk/Marshall,_Sons_and_Co. [accessed 15 Jan 2021].
- Grace's Guide. (2020b). *Grace's Guide to British Industrial History, Rose Brothers* (Gainsborough). [online] available at: [https://www.gracesguide.co.uk/Rose_Brothers_\(Gainsborough\)](https://www.gracesguide.co.uk/Rose_Brothers_(Gainsborough)). [accessed 15 Jan 2021].
- Jennings, Dr S, B. (2012). From Puritanism to Nonconformity in seventeenth century Nottinghamshire. [online] available at: <http://www.nottsheritagegateway.org.uk/themes/nonconformity.htm>. [accessed 09 12 2020].
- Institute for Name Studies. (2020). *Key to English-Place Names*. [online] Available at <http://kepn.nottingham.ac.uk/map/place/Lincolnshire/Gainsborough> [accessed 03 Dec 2020].
- Labrum, E. (1998). *Civil Engineering Heritage Eastern and Central England*. Institution of Civil Engineers, London.
- Letters, S. (2004). *Online Gazetteer of Markets and Fairs in England Wales to 1516* (<http://www.history.ac.uk/cmh/gaz/gazweb2.html>): [Online] (Centre for Metropolitan History, Institute of Historical Research: 2004). [accessed 21 Oct 2020].
- LincstothePast.com (2020). *Lincs to the Past*. [online] Available at www.lincstothePast.com [accessed 02 Feb 2021].
- North Lincolnshire Archaeological Unit. (1989). Gainsborough Archaeological Resource Map.
- Norton, J. (1995). *Gainsborough at War 1939-45*. Published by the Gainsborough and District Heritage Association.
- Outram, S. (2012). *Gainsborough Through Time*. Amberley Publishing, Gloucestershire.
- Owen, D. (1990). *Church and Society in Medieval Lincolnshire*. Lincoln, History of Lincolnshire
- Parker, Neil and Lewis, Carenza (2018). *Archaeological test pit excavations at Middlefield Lane, Gainsborough, Lincolnshire in 2016*. Project Report. University of Lincoln
- Pevsner, N. Harris, J. (2002). *The Buildings of England, Lincolnshire*. New Haven and London, Yale University Press.
- Pigot and Co. (1828-9). *Pigot and Co's National Commercial Directory for 1828-9; comprising ... Cheshire, Cumberland, Derbyshire, Durham, Lancashire, Leicestershire, Lincolnshire, Northumberland, Nottinghamshire, Rutlandshire, Shropshire, Staffordshire, Warwickshire, Westmoreland, Worcestershire, Yorkshire*. Lincolnshire, Pigot and Co.
- Savage, S. (2013). *Cox's Water Tower and Reservoir. Heapham Road, Gainsborough, Lincolnshire*. Pre-Construct Archaeological Services Ltd.
- Simpson, W.D. (1960). *The Lincoln Record Society: The Building Accounts of Tattershall Castle (1432-1472)*. Volume 55. The Hereford Times.
- Stevenson, W. (1904). *Asser's Life of King Alfred: together with the Annals of Saint Neots erroneously ascribed to Asser*. Clarendon Press, Oxford.
- The Association for Industrial Archaeology. (2009). *A guide to 12 tours arranged by The Society for Lincolnshire History and Archaeology*. Lincoln
- Waites, I. (2013) *Instances of a changed society*. [online] available at: <http://instancesofachangedsociety.blogspot.com/2013/05/taking-long-view.html> [accessed 09 02 2021].
- West Lindsey District Council. (1989). *Gainsborough Archaeological Resource Map*. Gainsborough
- White's History Ltd. (1872). *White's Gazetteer & Directory of Lincolnshire, 1872*. Lincolnshire, William White.

Acknowledgements

Lincolnshire Central Library, Gainsborough Heritage, Tim Snell, Historic Places Team.

Extensive Urban Survey



The River Trent, south facing.

Gainsborough 2020

Project Number 2897

Historic England, Lincolnshire County Council

Nicola Grayson