



# LINCOLNSHIRE EXTENSIVE URBAN SURVEY

## Scunthorpe - 2021



### The Project

The primary objective of the Extensive Urban Survey (EUS) 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 values identified within Historic England's 2008 Conservation Principles: Evidential, Historical, Aesthetic and Communal; these are also compared to values seen in the NPPF.

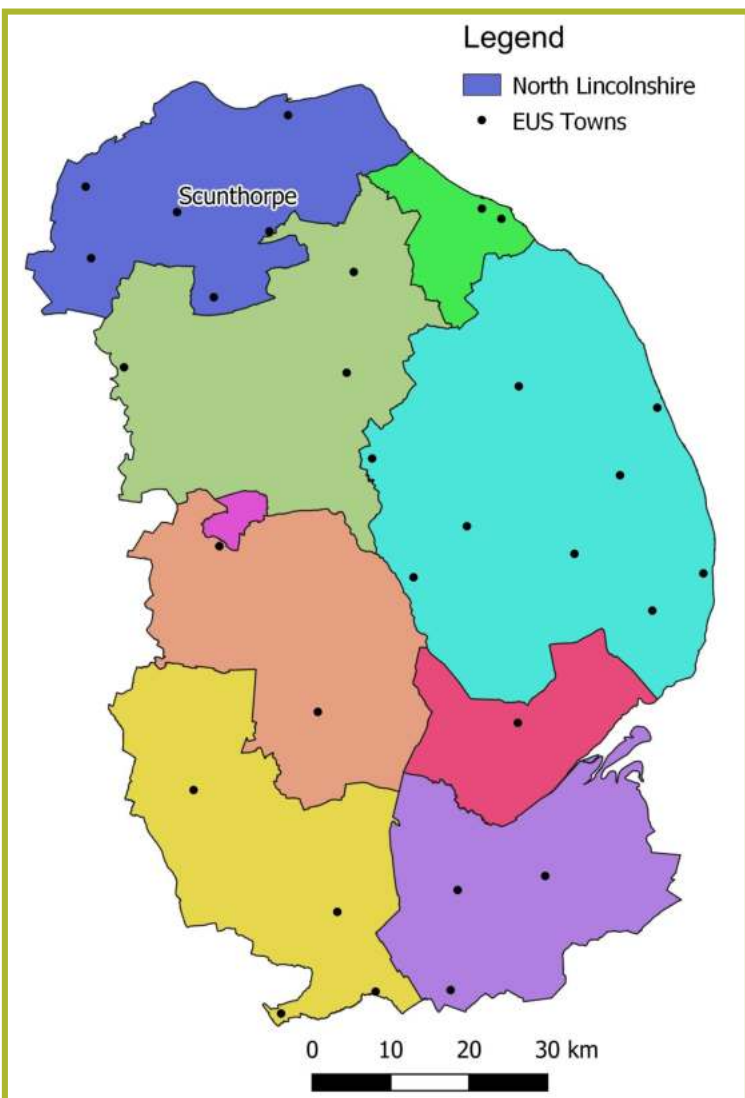
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey; as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The North Lincolnshire Historic Environment Record (NLHER) maintains an up to date record of all heritage assets known within the unitary authority, and should be consulted as part of planning applications in this area (NPPF21, 194).

### Location

Scunthorpe is located within the district of North Lincolnshire. The British Geological Survey records the underlying bedrock geology as Lias Group - Mudstone, Siltstone, Limestone And Sandstone. It is located adjacent to a ridge, widely known as the 'limestone ridge' which extends from above the Humber Estuary in the north and breaks in Lincoln to the south before continuing through the county. This bedrock does not have any superficial overlying deposits on the higher elevations, however on the declining slopes to the east and west is overlain by wind-blown sand and gravel (BGS, 2021). Scunthorpe is located within Natural England's Natural Character Area 45 [Northern Lincolnshire Edge with Coversands](#). The key characteristics of this area are an elevated arable landscape with a distinct limestone cliff running north-south, Scunthorpe has a double scarp of limestone and ironstone with extensive areas of wind-blown sand—the 'Coversands' giving rise to infertile soils supporting heathlands, acid grassland, and oak/birch woodlands. The scarp slope provides long views out to the west... Vernacular architecture especially in villages of local warm-coloured limestone with dark brown pantiles. Several ground features especially on the plateau include prehistoric burial mounds, Roman artefacts and abandoned medieval villages. Nucleated medieval settlement... with springline villages along the foot of the Cliff and some estates and parklands.

Scunthorpe is not covered by the Lincolnshire Historic Landscape Characterisation project.

Scunthorpe is located on a series of undulating bands of high and low ground. These are aligned north-south and follow the courses of the Trent and Ancholme Valleys. The Trent Valley borders the west of the town and provides long views out towards the west. This rises to a raised band which approximately follows the main central road which runs north-south through the town. This is also where the early medieval settlements were established. The land height then drops again slightly to the east, before rising to the limestone scarp which follows the eastern border of the survey boundary. The limestone scarp runs through the north of the county (the B1398 follows its course) with a break in the landscape at Lincoln. The limestone scarp falls away to the east into the Ancholme Valley.

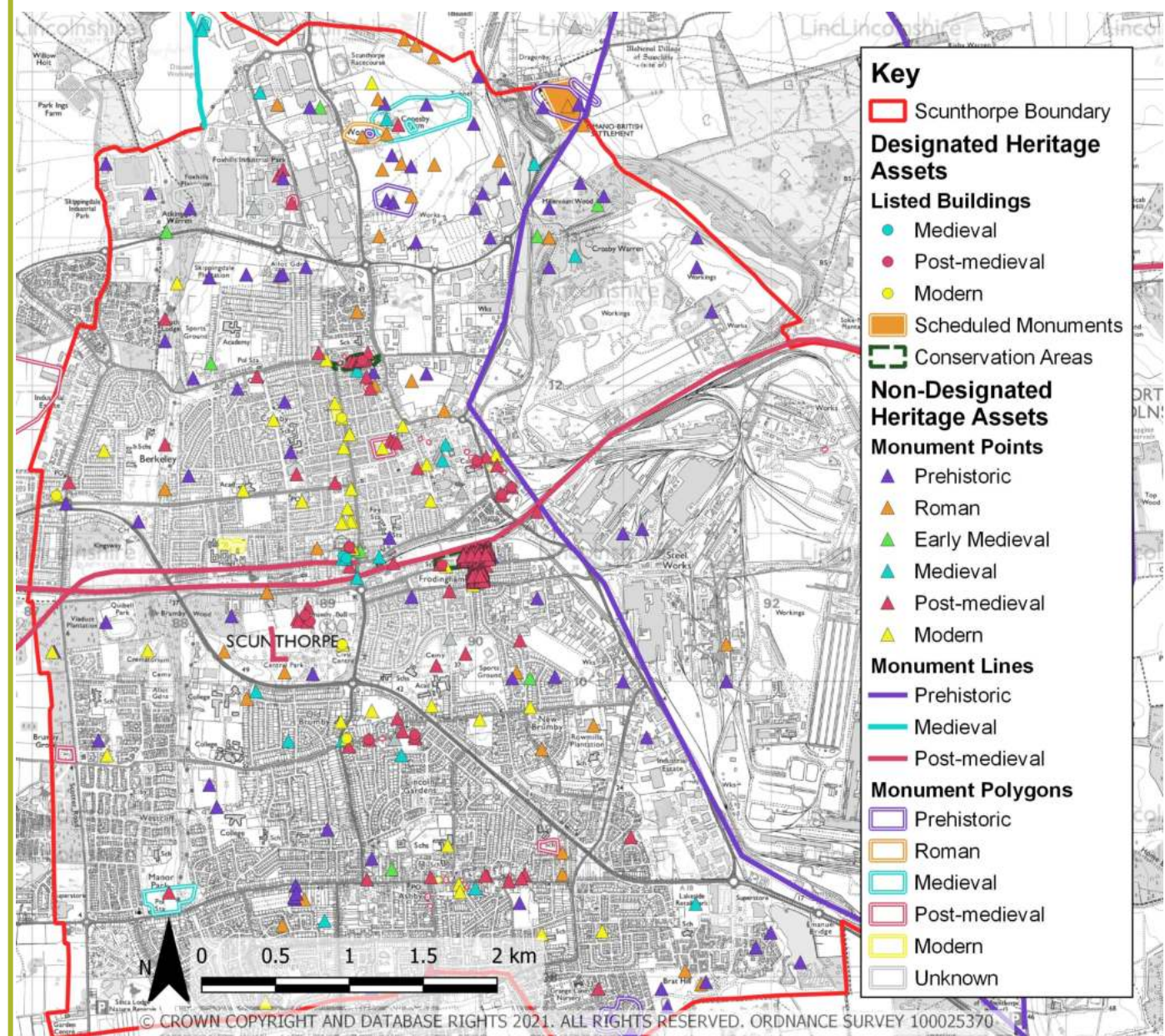


### Summary

The town of Scunthorpe is well known for its iron and steel industry but the town also has an extensive history and varied town-cape character.

Scunthorpe and the surrounding area has been occupied since the prehistoric period. Evidence of settlement, trackways and artefacts are recorded across town. Some settlement sites continued from the prehistoric into the Roman period and one recorded site, located at Dragonby which is of national importance demonstrates this transition. New villages were established in the early medieval period, away from the older sites, located on a high ridge of ground, aligned north-south through the centre of the survey area. Many of these villages continued to exist throughout the medieval and post-medieval periods, and would later be amalgamated to become the large present day town of Scunthorpe. The impetus for the town's growth was the rediscovery of iron in the mid 19<sup>th</sup> century and the development of the steel industry in the 20<sup>th</sup> century. This was followed by a period of exponential growth, in the late 19<sup>th</sup> and 20<sup>th</sup> centuries which has created a town with multiple 'cores'.

The rapid growth of Scunthorpe through the amalgamation of five villages on the edge of a steel works has created a unique town and a very distinct sense of place. The visibility of the medieval village cores varies; some of the historic plan form remains, although multiple episodes of redevelopment throughout the former village centres has largely resulted in a 19<sup>th</sup> and 20<sup>th</sup> century character, with older buildings removed for redevelopment. The former individual villages are highlighted on modern maps, and there is some distinctiveness in each of the areas, this is acknowledged by residents. The majority of the town was developed in the 20<sup>th</sup> century in planned large developments. Many of these incorporate shops, schools and public amenities creating dozens of small 'centres' across the town, and the planned elements create continuity. The steel works provide a backdrop which can be seen from many points within the town and are a visible reminder of Scunthorpe's dominant industry and identity.



## HISTORICAL AND ARCHAEOLOGICAL

### BACKGROUND

#### 1.1 PREHISTORIC

The fact that North Lincolnshire has been occupied continually since the prehistoric period is indicated by the substantial multi-period evidence recorded in the North Lincolnshire Historic Environment Record (NLHER) for the region. Settlers were no doubt encouraged by the natural resources and natural barriers provided within the region. Late Upper Palaeolithic artefacts have been recovered from the area around Scunthorpe 'suggesting open-sites, or at least hunting grounds, on the hills in this region' (May, 1976). People have travelled routes through the survey area since this period and the route of one prehistoric track-way, also known as the Jurassic Way, has been approximately preserved in the modern road network including the A18 and the A1029 (NLHER: MLS20003). The route is described in *Prehistoric Lincolnshire: 'the possible line of the Jurassic Way can be traced for eighty kilometres south from the Humber, despite the fact that no clear proof, in the form of road metalling, timber track or worn surface has been, or is ever likely to be recovered. Considerable lengths of modern road... follow a sinuous line along the well-marked crest of the limestone scarp'* (May, 1976). Outside of the survey area, excavated evidence recorded the existence of late Bronze Age and early Iron Age smelting and ironworking (HER: MLS21192). This find is significant, revealing some of the earliest evidence for ironworking nationally.

There is abundant evidence of prehistoric activity from across the survey area, particularly on the western slope of the limestone scarp between Conesby Farm and Crosby Warren, as well as to the south of the survey boundary adjacent to Brat Hill. Scattered finds are recorded across the survey area and include lithic implements of stone and flint including axes and hammerstones along with some pottery. The amount of prehistoric remains, particularly the occupational remains, provides key information about how the people of prehistoric North Lincolnshire interacted with and travelled across the region. One site (Dragonby) is of national importance (NHLE: 1005224), and it is highly likely that further archaeological investigation will uncover previously unknown archaeological remains within the survey boundary.

Crosby Warren contains evidence from the Mesolithic through to the early medieval period. Flint implements (NLHER: MLS1913), Late Neolithic pottery, as well as prehistoric scrapers, arrows, hammers, and axes (NLHER: MLS1932, MLS1931, MLS1930) have been recorded across the survey area providing a strong indication of intense activity throughout the prehistoric period. Anglo-Saxon pottery and a probable bead (NLHER: MLS1871, MLS1693, MLS4640) indicate that this area was favoured for multi-period occupation. The Jurassic Way (NLHER: MLS20003) also borders the northern extent of the warren.

Excavations undertaken on a scheduled monument, known as the Dragonby site (also known as Money Field) located to the south of Dragonby and to the north of Crosby Warren, have revealed evidence from the Mesolithic through to the Iron Age, with confirmed occupation at the site since the Neolithic period (NLHER: MLS1851, NHLE: 1005224). Archaeological remains from the site represent multiple periods, including numerous Mesolithic flints (NLHER: MLS20698) and Neolithic artefacts including potsherds from nearly 15 vessels associated with post-holes indicating a level of settled community (NLHER: MLS20698). Evidence of animal butchery is suggested from the presence of flint scrapers, flakes and a burin (a type of tool used to work antler and bone). Cereal processing was also taking place, demonstrated by sickles, for harvesting, and quern-stone fragments, used for milling. The site is remarkable for the quality of its evidence relating to Iron Age and Romano-British settlement, indicating the presence of a complex Iron Age society within north Lincolnshire. The settlement comprised an irregular pattern of streets, with round houses, aisled wooden buildings and ditched enclosures while later Roman structures had stone footings. The main occupation period for this settlement was between 100BC and the 4<sup>th</sup> century AD although there is some evidence that settlement may have extended into the post-Roman period. Further environmental investigation undertaken at the site demonstrates that the inhabitants were engaged in agriculture, stock-keeping, crafts, industrial activities and trade.

Two barrows, (burial mounds) are recorded to the south-west of this site (NLHER: MLS20612, MLS1884). One is located at Lodge Hill (NLHER: MLS1884), which was removed and excavated in 1911, prior to ironstone quarrying. The excavation revealed 'nothing of interest' although it is possible that the site had been previously excavated. A second monument, thought to date to the Bronze Age (NLHER: MLS20612) has been identified through non-intrusive investigation, including aerial photography in 2000 and geophysical survey in 2015.

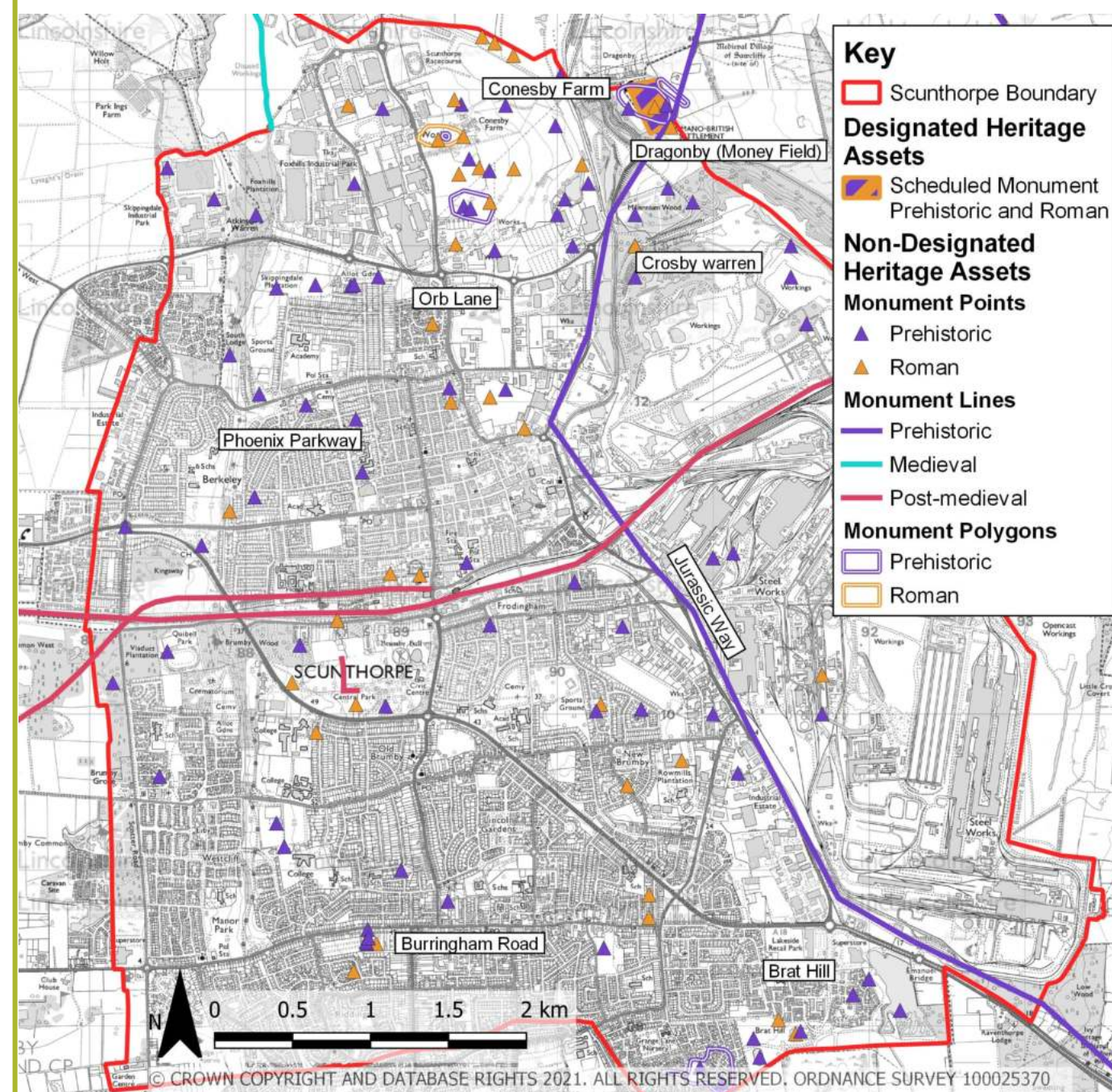
Further prehistoric remains have been identified to the east of Orb Lane, these remains suggest the presence of a probable occupation site which was used for an extended period during the Iron Age (NLHER: MLS20611). Excavated ditches and enclosures containing Iron Age pottery (similar to the pottery recorded at Dragonby), are known, as well as hazelnut shells and charcoal indicating a cooking hearth was used nearby (NLHER: MLS26090).

Bronze Age and Iron Age occupation is also recorded to the south of Phoenix Parkway. The site, which was excavated prior to the development of a residential home, consisted of pits and ditches containing Bronze Age pottery, cremation pits, charcoal and hazelnut shells, although some of the charcoal recovered suggesting a Late Neolithic date (NLHER: MLS21264, MLS21265). Neolithic and Mesolithic tools have also been recorded close to the site (NLHER: MLS22399, MLS1940).

At the southern extent of the survey boundary, remains from the mid-late Iron Age were recorded on a site located to the south-west of Brat Hill, prior to development (NLHER: MLS19772, MLS12352). Mesolithic flints (NLHER: MLS4645), Neolithic Axes (NLHER: MLS1909, MLS1949, MLS1952), and arrowheads (NLHER: MLS15642), as well as a Bronze Age axe (NLHER: MLS1936) are recorded within 1000 metres of this site, within the survey boundary. Further evidence for long standing settlement remains were recorded at Timberlands, which recorded Iron Age round houses, animal enclosures and evidence of food processing (NLHER: MLS19772). This site endured into the early Roman period. The area of the Iron Age enclosure was left as an open green in the recent development of the site.

#### 1.2 ROMAN

A number of the settlements established in the prehistoric period continued into the Roman period. The main period of settlement on Money Field, Dragonby (NLHER: MLS1851) was between the Iron Age and Roman period. As mentioned above, the majority of the settlement remains date to between 100BC and the 4<sup>th</sup> century AD. Remains of a hypocaust (heating) system, rectangular buildings with stone footings and herringbone masonry represent the later settlement periods. Two Roman bronze



figurines of Mars have been recovered from the site (NLHER: MLS11695) as well as Romano-British pottery (NLHER: MLS4641). Another Roman settlement site is recorded 1km to the west of Money Field adjacent to Coney Farm (NLHER: MLS26092); this site included ditches, evidence of a building as well as numerous finds of pottery (NLHER: MLS25898) quern stones, coins and spindle whorls (NLHER: MLS4650). Further Romano-British occupation has been recorded 500m to the west of the site which includes greyware pottery, a bronze stand, brooches, coins, and Samian ware pottery (NLHER: MLS1901). A number of other finds have been recorded close to these sites including coins from multiple periods (NLHER: MLS1440), and pottery (NLHER: MLS25898). Further evidence of Roman occupation and a smelting industry is recorded adjacent to the Warwick Road estate (NLHER: MLS1873), this site produced lumps of iron slag, sherds of mortaria and greyware pottery, as well as a small stone paved floor. Archaeological evidence recorded on Burringham Road revealed evidence of multiple phases of activity dating from the Iron Age to the 4<sup>th</sup> century. The remains of a large Iron Age defended enclosure as well as a probable Romano-British adder field system and show that use of the site extended over several centuries (NLHER: MLS20111). It is also clear that food was being processed on the site, indicated by the recorded quern stone, and grain drying structures identified on the site.

Further finds of coins and pottery have been recorded throughout the survey boundary. It is highly likely that additional finds from this period are yet to be uncovered anywhere within the survey boundary.

### 1.3 EARLY MEDIEVAL AND ANGLO-SAXON

The modern town of Scunthorpe consists of the amalgamation of the five historic small settlements of Scunthorpe, Frodingham, Crosby, Brumby, and Ashby. It is likely the settlements were established in the early medieval period, after the end of the Roman administration of Britain in 410AD and before the arrival of the Normans in 1066. These settlements are located on the downward slope of a high cliff *'generally on the spring lines below the limestone crest and are connected to the Jurassic Way by their own short individual link-roads'* (May, 1976). Proximity to a water source was clearly a key determinant in the establishment of settlement in the area. There are eight entries in the NLHER for this period within the survey area, although it is likely that the early medieval settlement evidence is buried beneath the later development, meaning further remains from this period may well lie as yet undiscovered. The NLHER entries include artefacts which have been recorded across the survey area, these include two Anglo-Saxon loom weights (NLHER: MLS10341, MLS1860), two Anglo-Saxon bells (NLHER: MLS1857, MLS1858), two Anglo-Saxon coins (NLHER: MLS1863, MLS1864) and an Anglo-Saxon brooch (NLHER: MLS1616). One entry (NLHER: MLS20442) relates to a possible burial ground in Frodingham, although this is speculative and is yet to be confirmed. These find spots are distributed across the survey area and a small number are within the vicinity of the historic village cores.

#### 1.3.1 PLACE-NAME EVIDENCE

Place-name evidence for the settlements of Scunthorpe, Crosby, Brumby and Ashby suggests that occupation was established between the 9<sup>th</sup> and 10<sup>th</sup> centuries. 'Scunthorpe' contains two naming elements 'Scun' (Skuma) and 'thorpe' (an outlying or secondary farmstead) which derive from Old Norse, and translates to 'Skuma's outlying farm'. It is thought that the settlement of Scunthorpe was an outlier of Frodingham, which is where the element 'thorpe' (outlying farm) derives (NLHER: MLS10083). Crosby, Brumby, and Ashby contain the same name element 'by' which is Old Norse meaning farmstead or village. 'Cros' could refer to a person's name or refer to a village with crosses/ a cross. 'Brum' is thought to be a personal name 'Bruni', and 'Ash' may translate to 'Ash tree farm' or to the personal name of 'Askebi' (INS, 2021). Frodingham contains Old English naming elements indicating that it may have been established slightly earlier between the 5<sup>th</sup> and 12<sup>th</sup> centuries. 'Frodingham' which comprises three naming elements: 'Froda' (a personal name) 'ing' (meaning the people of/belonging to) and 'ham' (homestead), is thought to translate to 'the homestead of Froda's people' in Old English.

#### 1.3.2 DOMESDAY SURVEY

The Domesday survey of 1086, contains multiple entries for the villages of Scunthorpe, Crosby, Brumby and Ashby, all of which were part of the hundred of Manley. The villages had a well established agrarian economy by the Domesday survey, demonstrated by the records of arable land and meadow. William I held land in Ashby, Brumby and Scunthorpe as part of sokeland belonging to Kirton in Lindsey (land held through allegiance to the manor). In Scunthorpe, as sokeland to Kirton in Lindsey, the King held 20 sokemen (freemen), 2 plough teams, 2 oxen, and 80 acres of meadow. A further 3 carucates (approximately 120 acres) and 6 bovates (approximately 15 acres) are included in a separate entry. A berewic (outlying estate) of the manor of Messingham was held by St Peter's Abbey in Scunthorpe. Its also included 1 bovat and 1 villain (villager) with 2 oxen (Foster Longley, 1924).

In Ashby, the estate held by the king included 9 sokemen (freemen who held land in return for allegiance to the lord of the soke/manor), with 1.5 plough teams, and a separate entry included 7 sokemen and 1.5 mens plough teams. An additional caru-

cate and 13 bovates were held as part of this sokeland, referenced in a separate entry. Peterborough Abbey also owned land in Ashby, including 1 sokeman, 3 bovates with 1 plough team, and 3 acres of woodland. In Brumby the estate belonging to King William I included 14 freemen, 3 plough teams and 80 acres of meadow. Another entry lists a further 5 carucates located in Brumby as part of this sokeland. In Crosby, the estate of Earl Hugh of Chester included 25 sokemen and 10 small holders, 6 carucates and 6 bovates, 6 plough teams and 80 acres of meadow. An estate belonging to Norman de Arcy in Crosby included 9.5 bovates of ploughland with 1 team of 4 villeins (Foster Longley, 1924).

### 1.4 MEDIEVAL

The boundary of modern day Scunthorpe now covers the former medieval villages of Scunthorpe, Frodingham (NLHER: MLS10078), Crosby (NLHER: MLS10051), Brumby (NLHER: MLS4649) and Ashby (NLHER: MLS4646) each of which is recorded within the NLHER as having a medieval core. Scunthorpe (NLHER: MLS10083) was located in the parish of Frodingham, probably as a secondary farmstead which, as stated, is possibly the origin of part of its name 'thorpe'. The shapes of the historic parishes are long and thin, aligned east-west, some extending from the Jurassic Way in the east to the Trent in the west. By planning the shape of the parishes in this way, each of the settlements had the benefit of a varied landscape and access to a multitude of resources.

Several villages in north-west Lincolnshire were abandoned or severely depopulated during the 16<sup>th</sup> and 17<sup>th</sup> centuries, including those at Burton-upon-Stather, North/Little Conesby, Sawcliffe as well as High and Low Risby among others. It is believed that the prosperity of these settlements were undermined for a variety of reasons. The Black Death of 1349 is believed to have had a part in the depopulation of some of the settlements. Furthermore, the location of many of the deserted villages was on sandy soil, which sometimes contributed to crop failure. In the 17<sup>th</sup> century the private enclosure of parishes was another reason for depopulation, with lands being converted into pasture. This practice was more lucrative for landowners however it reduced the access to resources for local people (Smith, 2012). Within the survey boundary the remains of one such settlement-South/Great Conesby is recorded (NLHER: MLS1854, MLS21180). South Conesby is recorded in the Domesday survey in two entries as part of an estate with Crosby. By 1600, the village had been abandoned, and it is believed to have been deserted due to the forced removal of local tenants by the landowner, William Anderson (Armstrong, 1981). This was in order to facilitate enclosure of land during its conversion to pasture, or intensive arable farming. In the present day, the buildings at Conesby Farm date to the 19<sup>th</sup> century (NLHER: MLS25474), despite their relatively late construction date these structures represent the centre of the former village. Archaeological excavation of the area has revealed 15<sup>th</sup> century stone building foundations, as well as pottery fragments which range from the 9<sup>th</sup> to the 17<sup>th</sup> century. Evidence of a number of ironworking furnaces as well as potential quarries are recorded on the site, confirming exploitation of the local natural resource in the medieval period.

A former manor house with a moat is recorded to the north of the survey boundary; a site associated with the Little/North Conesby deserted medieval village which is located just outside of the survey area (NLHER: MLS1964). This village was drastically shrunken by 1334 and is recorded in the NLHER as a deserted medieval village. The manor is mentioned in documents dating to the 13<sup>th</sup> century and it is thought that the establishment of this hall as well as the private enclosure of the surrounding land contributed to the decline in the village (NLHER: MLS2213). By the 16<sup>th</sup> century, the site appears to have been abandoned and the house demolished. The area has been covered by spoil from the nearby ironworks over the subsequent centuries. Consequently, little was known about the nature of the site until it was archaeologically investigated between 2000 and 2003 revealing several phases of occupation. This revealed evidence of a timber causeway and stone gatehouse (NLHER: MLS20215, MLS20126); the moat is once again filled with water and forms part of the Phoenix Parkway Nature Reserve.

#### 1.4.1 STREET PATTERN AND DEVELOPMENT

The villages grew up along roads which connected to the Jurassic Way. The roads, which are within the medieval village cores, are irregular and the dwellings were established on either side of the route creating small linear, roadside settlements. These roads are now known as Ashby High Street, East Common Lane, Cottage Beck Road, and Warren Road. Scunthorpe was slightly different, being arranged around a fork in the roads. Morphologically these villages have retained much of their early pattern into the following centuries, only changing following the



Church of St Lawrence

growth of the villages in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, in response to the demographic pressures of the time. Elements of the medieval road layout and property boundaries are retained in elements of the modern town plan. Examples of this are seen particularly in the centres of Ashby, Crosby and Brumby where the modern properties fronting onto the main streets retain much of the historic boundary to the rear. Property boundaries in Frodingham and Scunthorpe are less well preserved, although a number of the roads have been retained in the modern street layout including Winterton Road, and High Street.

#### 1.4.2 RELIGION AND EDUCATION

The Church of St Lawrence (NLHER: MLS1852, NHLE: 1083610), located in Frodingham, dates to the 12<sup>th</sup> century. Initially constructed in an Early English style, the church was partially rebuilt in the 17<sup>th</sup> century following the collapse of the tower, and was altered further in 1841 and in the 20<sup>th</sup> century. A 13<sup>th</sup> century grave slab is recorded within the Church of St Lawrence (NLHER: MLS20359). Several religious houses and abbeys owned land in Frodingham parish, including Thornton Abbey, Alvingham Priory, Revesby Abbey, the latter of which also had the right to appoint vicars to Frodingham Church from the beginning of the 15<sup>th</sup> century (Armstrong, 1981).

#### 1.4.3 ECONOMY AND INDUSTRY

Agriculture was the main activity throughout the medieval period: open fields of arable cultivation surrounded the settlement cores, common pasture land was located to the east, on the slope of the limestone scarp. Moors, which were possibly used for grazing were located to the west, closer to the River Trent. This varied landscape, which also included some woodland, provided access to a variety of different resources for the inhabitants of the villages. Iron working did take place in this period, demonstrated by smelting sites identified in the former village of South Conesby (NLHER: MLS1854). Ironworking was suppressed in Lincolnshire through laws enforced to protect local timber supplies due to the high quantity of fuel required for its production (Wright, 1982). Consequently, iron could be produced elsewhere more efficiently resulting in the industry declining in the area and falling out of knowledge. Agriculture, as well as rabbit farming, became the dominant rural economic activity (Wright, 1982).

Unusually, none of the five settlements had a market in the medieval period, it is likely that markets in other towns, such as Brigg, 9km to the east were used.

#### 1.4.4 LANDSCAPE

The parishes were divided rationally, much of the land division being determined by the varied types of soil in each parish allowing a variation of types in each (Russell, 1982). The east commons were located in areas of sandy soils, which were unsuitable for the production of arable crops. As a result these often became common land and were generally utilised for grazing or commercial rabbit warrens. On the west side of the parishes, the land was also utilised for commons and moors, again due to the poor quality of the light sandy soil there. This soil quality was transformed after parliamentary enclosure in the 19<sup>th</sup> century through the use of warping (the flooding of land with silt laden river water to create fertile agricultural soil).

#### 1.4.5 CHARACTERISTIC BUILDINGS

##### Church of St Lawrence (NLHER: MLS1852, NHLE: 1083610)

The Church of St Lawrence dates to the 12<sup>th</sup> century, although building continued throughout the subsequent centuries and the church underwent partial redevelopment in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries.

##### Frodingham Hall and fishpond (NLHER: MLS17971)

The old manor house of Frodingham belonged to the Healey family. In 1831 the hall became the vicarage. The building was demolished in 1875, and the vicarage rebuilt; it now houses North Lincolnshire Museum.

### 1.5 POST-MEDIEVAL

#### 1.5.1 STREET PATTERN AND DEVELOPMENT

The villages remained small and did not see a large amount of growth throughout the medieval and post-medieval periods, until the 19<sup>th</sup> century. Of the five villages, Ashby and Scunthorpe were the largest two. At the 1851 census Crosby had 236 inhabitants, Scunthorpe had 303, Frodingham 113, Brumby 159, and Ashby 456. Ashby by the mid 19<sup>th</sup> century had become the largest settlement, however by the end of the century it had been eclipsed by Scunthorpe. The population of the villages was recorded in the 1891 census as being 3481 in Scunthorpe, 1634 in Ashby and 1384 in Frodingham. Conversely, Crosby and Brumby had only grown marginally with populations of 366 and 756 respectively.

As stated, expansion did not take place in all of the settlements equally. This disparity in the rate of growth was partially determined by land ownership, which was in turn directed by land awarded during the parliamentary enclosure (see paragraph 1.5.2). Differing land ownership had an enormous effect on the rate of development, and it appears that towns with more owners were quicker to develop. Ashby, which had multiple owners, was one of the first to be developed and became the largest village for much of the 19<sup>th</sup> century. In Ashby, the main landowners were Henry Healey, William Skipworth (who was lord of the manor) as well as farming families such as the Campbells, Keyworths, Smiths, and Beltons. Two of the main landowners were the Sheffield family and the Winn family. Ashby quickly began to commercialise, with many former terraced houses being converted into shops (Pocock, 1970). In the Ashby High Street, converted terraced houses are still the dominant building type. Scunthorpe also quickly became a commercial and administrative centre, its growth included banks, churches and cooperatives. Although it does not appear to have been planned, the commercial centre was focussed towards the west of the High Street, like Ashby it consisted of terraced housing which had been converted into shops. The public buildings, including St John's Church (NLHER: MLS5848) and the police station/court house (NLHER: MLS20366) were focussed towards the east on High Street East (formerly Station Road). Today Scunthorpe High Street and Ashby High Street have remained commercial centres in the town. Charles Winn was also the first investor in the steel industry locally, this enabled him to develop his industrial and residential estate with a broader vision. Landownership in Brumby was much more fragmented and owners included Charles Winn, Earl Beauchamp, Dr Parkinson and the Coles family. Crosby was largely owned by Sir Robert Sheffield of Normanby Hall.

Development within the settlements was further dictated by the limits of the parish boundaries which as stated, were elongated strips aligned east-west. By the 1880s, Scunthorpe, had developed to the limits of its northern and southern extents and was forced to grow westwards (Pocock, 1970). New Frodingham and New Brumby were the first areas to be developed away from the original village cores. New Frodingham was developed by Rowland Winn in 1865 on land adjacent to the iron works, south of Scunthorpe village centre. These new iron works needed a larger workforce resulting in this development which was built as an entirely new residential settlement with rows of small terraced workers housing (Lyman, 2005). The construction reflected other model industrial settlements of the mid 19<sup>th</sup> century, although it was larger than average with space being made for shops (Wright, 1982). The housing was allocated by street to tenants broadly associated with the separate works. The employees of the Redbourn works were generally located on 5th Street North, while the employees of the Frodingham works were allocated to Cliff Street (4th South), Winn Street was largely rented to employees of Winn's ironstone works. A school (NLHER: MLS5846, NHLE: 1083616) for the settlement was also constructed in 1867, and in 1871, a town hall was also built (NLHER: MLS22049). It was also utilised as a surgery for the Frodingham Cottage Hospital for iron and steel works employees, prior to the development of the Memorial Hospital on Cliff Gardens.

Other early development included the construction of rows of cottages directly adjacent to the works, provided for the managerial staff, and were located closer to the works. The Santon, and Redbourn terraces were located between the Appleby and Frodingham Iron Works; these were demolished by the mid 20<sup>th</sup> century as the works grew.

#### 1.5.2 LANDSCAPE

The parishes of Ashby, Brumby, Crosby and Frodingham were enclosed throughout the 19<sup>th</sup> century by Acts of Parliament. Following these Acts the landscape surrounding the villages changed from open fields with common rights of grazing to smaller privately owned, hedged fields. As a result of this process, many new roads were constructed and to the west of the parishes, the fields were warped, using sediment from the Trent's flood waters to increase the fertility of the land. This improved the soil quality and, as a consequence, the rentable value of the land rose. The poor soils in the eastern area of the parishes were, prior to being quarried for ironstone, commonly utilised for rabbit warrens. The soil quality meant that rabbit farming was more profitable for this area of the parish. Scunthorpe Warren was located to the east of Scunthorpe village, on the site of the later iron stone quarry. Crosby Warren (NLHER: MLS20714), to the north of Scunthorpe Warren, was well known in the 19<sup>th</sup> century for its colony of silver-haired rabbits, the skins from which were usually utilised by the hat industry.

Ashby was enclosed first, the award being granted in 1809. Prior to enclosure, Ashby contained 1855 acres of unenclosed open land and 320 acres of previously enclosed land, most of which was made up of small closes (Russell, 1982). Two thirds of Crosby was enclosed between 1807 and 1812, the remaining land having already been enclosed by private agreement. Sir John Sheffield was awarded the largest share of land in the parish, followed by George Healey Esquire, and the Vicar of Frodingham, the latter two were both awarded in lieu of customary tithe payments. Frodingham, Scunthorpe and Gunness were enclosed by Act between 1831-1834. At this time, 1753 acres of land was reorganised, with some areas which had been enclosed previously being reorganised during this process. Prior to enclosure Charles Winn was the largest landowner in the parish, with 908 acres. Following enclosure he had increased his ownership to 1143 acres. In Brumby, the moors were enclosed in 1871 and the Brum-

by west common in 1875. The allotment of land during the enclosure had a direct effect upon the organisation of land ownership throughout the parishes, which, as we have seen had a large impact upon the development of the later town.

### 1.5.3 ECONOMY AND INDUSTRY

For much of the post-medieval period the villages remained small agricultural settlements. Ashby was the most economically diverse settlement in this period for employment; this is in direct contrast to Frodingham which remained an agricultural village throughout the period. It was only after the rediscovery of ironstone in 1859 (as stated, iron working had been suppressed and knowledge of its extraction had been lost) that Scunthorpe became a predominantly single-industry town.

In 1858, Rowland Winn, major landowner and son of Charles Winn, was in charge of running his father's estates. After noticing a similarity between the landscape of the ironstone works found in Cleveland in Yorkshire and that of his own lands in Frodingham and Scunthorpe, he decided to undertake exploration. After ironstone was discovered Winn sent a sample to be analysed. Soon after, he received encouraging results and sought iron masters to work the seams. Due to a lack of iron quarrying in Lincolnshire, Winn was forced to seek iron masters with the necessary knowledge elsewhere and in 1859, a number of iron masters from Rotherham, who had come to inspect the ore, took up trial leases (Daff, 1982). The quarries and works were located on the east side of the town, on areas of former common land and warrens. Iron ore in these beds was very shallow and much of it was dug from the surface until improved machines were introduced which could reach deeper beds. Initially, the quarried ore was sent by horse and cart to the River Trent, from where it would be transported to pre-existing iron works in Elsecar, Milton, and Derby (Wright, 1982). By 1866, the site was connected to the railway network by the Manchester, Sheffield, and Lincoln Railway, improving the efficiency for the works. Further efficiency was sought through the construction of a furnace on-site, following a period of speculation.

The Trent Iron Works, which included a furnace, was constructed on the east side of Scunthorpe (Daff, 1982). Inexperience and the variability in the quality of the ore meant that a number of the early furnaces exploded. Despite this, by the early 1870s a greater understanding of the qualities of the iron stone resulted in a higher degree of success. It was in the 1870s that several companies working the iron stone were set up in the area, many of these were businesses from around the country, who required iron. One of the conditions of building a local iron works, was that only ore from local quarries would be used. This paved the way for the industry within the town. In 1872, Redbourn Hill Iron Co was established, its name taken from the reddish sand hills, known as the Redbourn Hills. In 1883, its name was changed to the North Lindsey Iron Works, following its takeover of a local firm the Smelting Company. Appleby Iron Co was registered in 1874, although it was known locally as 'the Scotch Co' due to being founded by Scottish businessmen (Daff, 1982).

Much of the labour force for the quarries and iron works was taken from the surrounding area, with agricultural workers taking up some of the work, although workers were brought in from elsewhere to make up the short fall. The growth of the iron production in Scunthorpe coincided with an agricultural depression of the late 19<sup>th</sup> century, which motivated many to seek employment in the works (Wright, 1982). In 1890, local production expanded into steel, which became the dominant product in the 20<sup>th</sup> century.

### 1.5.4 RELIGION AND EDUCATION

As the towns grew, so too did the need for more churches and schools. A number of these were constructed by major landowners for the local population, many of whom were also employed by the landowners in the local iron works. Several chapels and churches were opened in the late 19<sup>th</sup> century, providing for a variety of religious groups. Ashby was a local centre of Primitive Methodism and the first chapel built in the village was in 1826 (NLHER: MLS21768); although the congregation was evicted within two years following a land dispute. A second chapel was subsequently opened on Bottesford Lane in 1830. This was replaced by a new chapel which opened in 1870 to the east of Crosby Road (NLHER: MLS22164). The building was destroyed by fire in 1888 and another one was opened shortly after. The Church of St John (NLHER: MLS5848, NHLE:1083612), which was constructed in 1890, was given to Scunthorpe and Frodingham by local landowner Roland Winn.

New schools were opened in Scunthorpe and the surrounding villages in the mid-late 19<sup>th</sup> century, although these schools have largely been redeveloped as demand for school places quickly increased due to both educational reform and rapid population growth in the area. One of the first schools, opened in 1881, was located on the north side of Ashby High Street. Within a decade of its opening the school was enlarged to accommodate 598 children. The school has since been demolished and detached houses constructed on the site. In 1886, a National School was founded on Station Road (now High Street East), and was also enlarged in 1890 (NLHER: MLS22170). By 1969, the building had been demolished and the area is now used for light industry. A school on Dawes Lane (NLHER: MLS22163) was extant for a brief period from 1887; however by 1907 the site had been replaced by terraced housing. A further school on Oswald Road was in operation between 1887 and 1907. The building has since

been demolished (NLHER: MLS22172).

### 1.5.5 RAILWAY AND TRANSPORT

The establishment of turnpike roads surged nationally in the 18<sup>th</sup> century, although the villages were not part of any turnpike system. The nearest turnpike to Scunthorpe was the Lincoln, Brigg, Barton, and Caistor route, which approximately followed the present day A15.

In 1861 permission was granted to construct a railway line (NLHER: MLS8828) which continued from the South Yorkshire Railway at Keadby (which had opened in 1859) through Frodingham to Wrawby, with stops at Appleby and Elsham. Rowland Winn obtained or gave much of the required land for the railway, with the anticipation that it would greatly improve the prosperity of the iron industry. A number of the iron works had their own railway lines and many sidings were constructed to the east of the town to take the product to the mainline and also to bring coal in for the furnaces.

### 1.5.6 RECREATION

The five villages held individual feast days, likely held on the days of saints of local importance. These days included feasting, amusements as well as sports. Furthermore, holy days including Easter had entertainments and feasting and some of the villages also hosted fun-fairs and entertainments.

A reading room was provided for the inhabitants of New Frodingham in 1871, which was part of a temperance hall, constructed by Charles Winn, '*for the comfort and mental improvement of the workpeople employed in the ironworks of the parish*' (Wright, 1982). By 1886, this hall was also used as the first hospital in the area called the 'Frodingham Cottage Hospital'. The Cottage Hospital was the main treatment centre for the men injured in the works, until the development of the War Memorial Hospital in 1929.

The Queens Hotel (NLHER: MLS22050) was constructed adjacent to the New Frodingham development in 1898, after the death of Winn who held strong beliefs on temperance. By 1889, a reading room was also established in Crosby which provided daily newspapers and over 100 books for local people (Carr, 1982). Prior to the 1890s, there were no formal venues providing organised evening entertainment; and it was at this point that a hall for entertainments was opened, which hosted theatre productions and music.

Football became a national sport in the late 19<sup>th</sup> century and Scunthorpe had its own town club, founded in 1899 and nicknamed The Iron. In its early days the team played on the Old Show Ground which was also used for the agricultural show.

### 1.5.7 CHARACTERISTIC BUILDINGS

#### Brumby Hall (NLHER: MLS5042, NHLE: 1346550)

The first mention of a manor in Brumby was in 1390, when Robert and Johanna Wasslyn were granted a licence for an oratory. It was bought by the Bellingham family in the late 15<sup>th</sup> century and sold on in 1634 by Richard Bellingham before his journey to America. Bellingham was a member of the immigrants, many from Lincolnshire, who founded Boston in Massachusetts (NLHER: MLS5042). The present structure of Brumby Hall was constructed in the 17<sup>th</sup> century for Thomas Pindar, although reports of earlier masonry are recorded (Pocock, 1982). Alterations to the hall have taken place throughout the subsequent centuries, although a sundial dating to 1637 is preserved in the porch. The building is now Grade II\* listed and is set within a small housing development.

#### Church of St John (NLHER: MLS5848, NHLE: 1083612)

The Church of St John was gifted to the people of Scunthorpe by Rowland Winn (Lord St Oswald). Until the late 19<sup>th</sup> century Scunthorpe did not have its own ecclesiastical parish, and was included in the parish of Frodingham. The construction of the Church of St John marked the beginning of Scunthorpe as its own parish. It was constructed in 1890 in a gothic revival style. The main material which was used for the church was Frodingham ironstone with Ancaster limestone ashlar dressings. Originally built for 500 people, by the late 20<sup>th</sup> century the chapel was sectioned off from the nave to create a smaller space due to declining attendance numbers. In the 21<sup>st</sup> century, it has become an arts centre. Church Square, to the west of the Church of St John, was recently (2021) remodelled as an urban park.



## 1.6 MODERN AND 21st CENTURY

In 1903, Scunthorpe made its first plans for an amalgamated ironstone district with the other four villages (Pocock, 1982). The intention was to create a common system for utilities such as the water and gas supply as well as sewage treatment. This was at first resisted by the other parishes, particularly Brumby and Frodingham, which had lower rates for their residents and also valued their distinct and separate identities. Crosby joined with Scunthorpe as an amalgamated township, and in 1913 the parishes were joined by Ashby. In 1914, it was suggested that 'Frodingham' be the name of the new district; these talks came to an end due to hostilities between the councils, which resulted in negotiations for a fully amalgamated ironstone district being postponed. These discussions were also disrupted by the outbreak of the First World War.

'Scunthorpe, Brumby, and Frodingham Urban District' merged in 1919, and became a municipal borough in 1936. The villages of Scunthorpe, Frodingham, Crosby, Brumby, and Ashby were amalgamated to form one town, which took the name of Scunthorpe. Scunthorpe, as we know it today, is largely a reflection of its rapid 20<sup>th</sup> century growth, and the former individual village centres are now part of one large urban settlement. The changes in the settlement boundaries can create inconsistencies in the population data, however the figures provided here represent the survey boundary as a whole settlement rather than individual ones: in 1901 the population of the five villages stood at 11,167, rising to 27,359 in 1921, 33,761 in 1931, 54,255 in 1951, and by the 1971 census it had reached 70,880. In the 2011 census, the population was recorded at 79,977. This growth saw development in the town surge with over 15000 houses being built between 1921 and 1961.

### 1.6.1 STREET PATTERN AND DEVELOPMENT

As already stated, the modern town of Scunthorpe is largely the product of rapid and large-scale 20<sup>th</sup> century development. In the first half of the 20<sup>th</sup> century development was still a reflection of land ownership. Prior to 1938, the Sheffield family had released a large block of land in Crosby. Once released for development, this land created the first continuous urban settlement in the town, between Scunthorpe and Crosby (Armstrong, 1982). At first, terraced housing was the most popular form of development, and many of the terraced grid-iron streets are focussed in this area. By the mid 20<sup>th</sup> century, the housing types had become more varied with semi-detached housing coming to dominate the newer developments.

Between the 1940s and 1970s nearly 7000 houses were constructed in 8 estates by the local authority, and 3300 houses had been built by private firms. By the end of the 1970s, the five villages had formed one large urban zone. An overarching goal for these developments was to create an 'Industrial Garden City' and many parks, open spaces, and tree-lined streets were incorporated into the development plans. To the west of the town, a large green space including Central Park creates a break in the development and provides residents with access to parks and recreational space. This area came about in the 1960s as large areas were designated for recreational use. This growth has slowed down slightly in the late 20<sup>th</sup> and early 21<sup>st</sup> century with some of the older developments undergoing redevelopment rather than large-scale greenfield development, although inevitably some of this has also taken place.

The amalgamation of five villages into one town and the rapid rate of development have led to the modern town of Scunthorpe not having a typical market at its heart, although Scunthorpe High Street is an important commercial focus for the town. The size and spread of Scunthorpe has resulted in many smaller, local commercial centres being developed across the urban area. This situation is exacerbated by many of the larger planned developments incorporating their own amenities thereby creating more smaller community centres (Pocock, 1982). The commercial development of Scunthorpe extended along the main artery of its High Street. The High Street was initially built as a new residential terraced street in the mid to late 19<sup>th</sup> century, and in the early 20<sup>th</sup> century many of the terraced properties had been converted to shops. This area became the focus for service industries containing the majority of the banks in the area. There have been several renovations of the historic centre of Scunthorpe throughout the 20<sup>th</sup> century. In the mid century, much of High Street was redeveloped and a large pedestrian zone was established from Frances Street in the west to Home Street in the east. Many of the shops were rebuilt with large shopping parades and department stores.

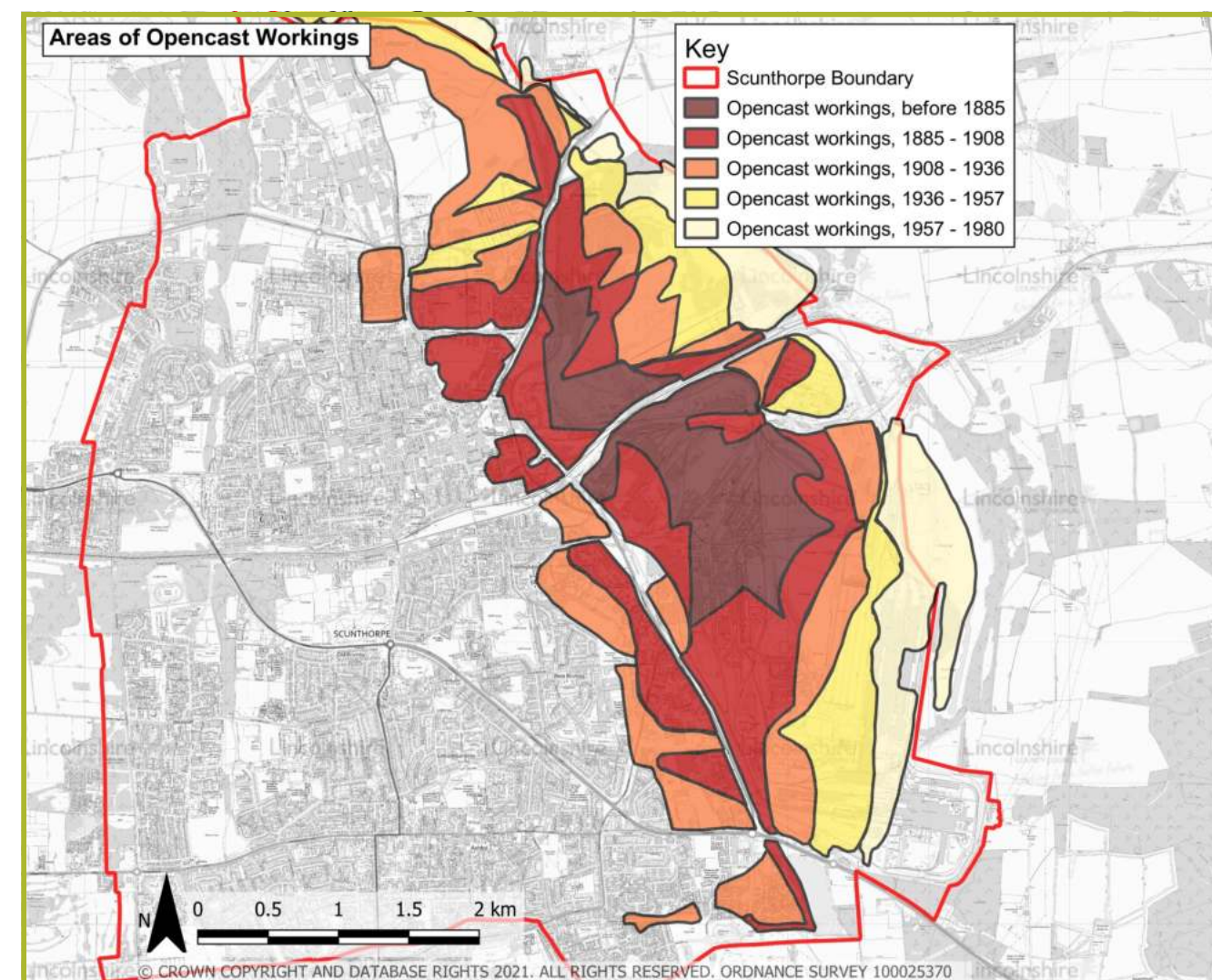
### 1.6.2 TRADE AND INDUSTRY

The iron and steel industry in Scunthorpe has been the main driver for growth of the area. As discussed in paragraph 1.5.3 iron stone extraction and working was a major industry in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, and by 1914 the Frodingham quarries were producing 12% of the country's ore. The ironstone extracted in the Frodingham workings also produced a large amount of slag, which was quickly utilised in road construction and as an agricultural fertiliser. Demand for ore and steel increased rapidly during the First World War leading to improvements in extraction technology; this allowed iron ore beds which had previously been thought empty to be worked to a greater extent. Between 1948 and 1953, the separate iron extraction companies were amalgamated, becoming the United Steel Companies (Wright, 1982).

In 1951, the steel works were nationalised. In 1953 this was reversed, with only the Redbourn works remaining in public ownership. In the 1960s major redevelopment of the Appleby-Frodingham works took place seeking to increase capacity of production in North Lincolnshire (Mills, 1989). Renationalisation took place in 1967, at which time three of Scunthorpe's plants became part of the British Steel Corporation (BSC) (Wright, 1982). In 1969, the BSC invested in the plants at Scunthorpe, constructing a terminal at the Immingham Docks, as well as new plants at Normanby Park. These improvements were completed by 1973 thereby increasing capacity to 4.4 million tons at a cost of £232 million (Wright, 1982).

Metal production was the dominant employer in Scunthorpe throughout the 20<sup>th</sup> century, with 33% of the population working within the industry in 1978 (Wright, 1989). In the 1970s, both domestic and global economic challenges caused international market fluctuations which resulted in a contraction of the UK steel industry. This resulted in the loss of 1700 jobs as some production was halted at the Redbourn production site. Soon after this the Normanby Park works, as well as a mill at the Appleby Frodingham works were closed (Wright, 1989). The partial closure of the works resulted in an unemployment rate of 16.4% in Scunthorpe in 1981, 5% higher than the national average. In 1983, new Enterprise Zones were established in Flixborough and Scunthorpe in an effort to diversify the economy and provide new opportunities for employment (Wright, 1989).

Although the dominant industry in the town was steel, smaller manufacturing businesses were also in operation in the town including Marshalls Tractors and clothing factories (Wright, 1989).



The steel industry has witnessed further change in the 21<sup>st</sup> century and this has had a knock-on effect on Scunthorpe. In 1999, the British Steel Corporation merged with Koninklijke Hoogovens to form 'Corus' (British Steel, 2021). Corus was in turn purchased by Tata Steel in 2007, forming Tata Steel Europe. By 2016, the Scunthorpe works was part of a package sold by Tata to Greybull Capital for £1; Greybull also changed the name to British Steel at this point (BBC, 2019). By 2019, British Steel, now the second largest steel producer in the country collapsed and was purchased by the international firm Jingye. At this time, approximately 3000 people were directly employed in the steel industry in Scunthorpe and 20,000 were thought to support it (BBC, 2019).

### 1.6.3 RELIGION AND EDUCATION

Several churches were constructed as the residential developments within the survey boundary grew during the 20<sup>th</sup> century. These churches included a Methodist Church, located on Frodingham Road in 1908 (NLHER: MLS7447), a Congregational Church in 1912 (NLHER: MLS7470), and a Roman Catholic Church in 1917 (NLHER: MLS7448). In 1925, St Paul's Church in Ashby was constructed in ironstone, replacing an earlier corrugated iron structure (NLHER: MLS21684). The Church of St Hugh was built as a parish church on Ashby Road in 1939, designed by Lawrence Bond (NLHER: MLS20367, NHLE: 1246076). In Brumby, St Marks Methodist Church was opened as Old Brumby United Church in 1962 (NLHER: MLS22739). Many additional Anglican Churches were also opened in the town throughout the 20<sup>th</sup> century (NLHER: MLS7469, MLS25986, MLS25988, MLS25989, MLS25990). In the 20<sup>th</sup> century the court house (a large complex including a stables, cell and housing) was converted into a Ukrainian Catholic Church (NLHER: MLS20366).

Educational reform and population growth forced the school systems in the town of Scunthorpe to frequently adapt throughout the 20<sup>th</sup> century. By 1905, there was still no provision for secondary education, and it appears that most of the children were immediately engaged in the metal industry (Mills, 1989).

However, by 1914, a secondary school for both sexes had been opened (Armstrong, 1982). In 1927, Scunthorpe Grammar school opened (NLHER: MLS22835), it now forms part of the St Lawrence Academy. The 1944 Educational Act allowed Scunthorpe to establish a Divisional Executive, which gave the borough more autonomy over school places and for the following decade a school was opened almost every year. By the end of the century, almost 60 schools had opened across the town for the growing population (Armstrong, 1982), and that of the surrounding area. In recent years many of these have merged management structures and become academies.



The Old Library, Cottage Beck Road

#### 1.6.4 RAILWAY AND TRANSPORT

Despite a large amount of residential development in the town by 1930, the demand for employees at the steel works could not be met by Scunthorpe alone. Consequently, bus services were provided connecting the town to the surrounding villages at times to coincide with the shift changes (Wright, 1982).

#### 1.6.5 CHARACTERISTIC BUILDINGS

##### The Library, Cottage Beck Road (NLHER: MLS22051)

In 1903, municipal offices for Brumby and Frodingham were opened on the corner of Trent Street and Cottage Beck Road. After the amalgamation of the authorities in 1919, this building was converted into a part of the Cottage Hospital, then in 1937 became a museum and library (NLHER: MLS22051). The museum has since been moved to the former vicarage on Oswald Road.

#### 1.6.6 RECREATION

As stated above, Scunthorpe became the commercial heart of the five villages as well as being the centre for entertainment. As well as the area's only three cinemas it hosted the first public library which was opened in 1904 on Station Road, using funds which had been partially donated by the philanthropist Andrew Carnegie, who donated funds for public buildings across the country having made his fortune in the USA (NLHER: MLS22171). The land for the library was provided by the Cliff brothers of the Frodingham Iron and Steel company (Carr, 1982). Several plans for library extensions and new buildings have been initiated throughout the 20<sup>th</sup> century, due to the increasing demand placed on the service, leading to the construction of a new purpose built library at the end of the High Street in 1974. The Carnegie Library has since been demolished and the site redeveloped.

In 1931, a public bath house was developed on Doncaster Road. The site selected for the bath house was redeveloped from a former gas works (NLHER: MLS20712). By the late 20<sup>th</sup> century the bath house had closed, and in the 21<sup>st</sup> century the building was redeveloped as an entertainment venue known as the Baths Hall. The Plowright Theatre, located on Laneham Street, was constructed in 1958 by the Scunthorpe Borough Council. Originally known as the Scunthorpe Civic Theatre it was renamed the Plowright in the 1990s in honour of Joan Plowright. It is now a sister Theatre to the Baths Hall (Scunthorpe Theatres, 2021).

Football continued to be a major sport within the town from the early part of the century. In 1910, Scunthorpe and Lindsey United Team was formed. The club turned professional in 1912, was elected to the Football League in 1950 and changed its name to the simpler Scunthorpe United in 1958.

#### 1.6.7 MILITARY

Numerous defences and training facilities were established in Scunthorpe during both world wars. A drill hall (NLHER: MLS21440) was established for the training of infantry units; its design mirrors others constructed at the same time in Boston and Spalding. Air-raid shelters and fire defence water tanks were erected in Market Street (NLHER: MLS21445) and in the centre of Henderson Circle (NLHER: MLS21469), as well as an anti-aircraft battery, which was located in Heslam Park (NLHER: MLS22521). Following the First World War, there were several memorials constructed to commemorate the fallen; these were focussed in the centres of the villages. Crosby Road in Frodingham was the site of one such memorial (NLHER: MLS20272, NHLE:1391399), erected in 1923. The design of the memorial is that of an angel, constructed in white marble. Another memorial was constructed on Ashby High Street in 1925 (NLHER: MLS21683). Another statue representing a soldier and sailor (NLHER: MLS21686) was unveiled on Doncaster Road in 1926, and was moved to its current position in front of the North Lincolnshire Museum in 1955. Two metal plaques commemorating the steelworkers who died in both wars was erected on the Foxhills Institute on Ferry Road (NLHER: MLS21697, MLS22404), both are now fixed to the front of the North Lincolnshire Museum. A further plaque commemorating soldiers who are buried within the former Scunthorpe cemetery is now incorporated into the memorial gardens on Frances Street. Despite being a target in the Second World War due to the steelworks, Scunthorpe did not suffer heavy damage. In 1943, a Halifax bomber crashed into woodlands near Foxhills Road, killing two of the seven crew members (NLHER: MLS25976).

Scunthorpe War Memorial Hospital was opened in 1929. The funds for its construction were made up of subscriptions from all towns within a 10 mile radius as well as donations. The rapid expansion of the area in the following decades resulted in several alterations to the hospital as new treatments became available necessitating the creation of new departments. In 2021, the memorial was demolished to make way for the new A&E department of the hospital.





# 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 opposite); these have been narrowed from the periods in the archaeological and historical background to provide a more detailed picture of the development and character, incorporating the Industrial Revolution and the fast pace of development throughout the 20<sup>th</sup> 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:

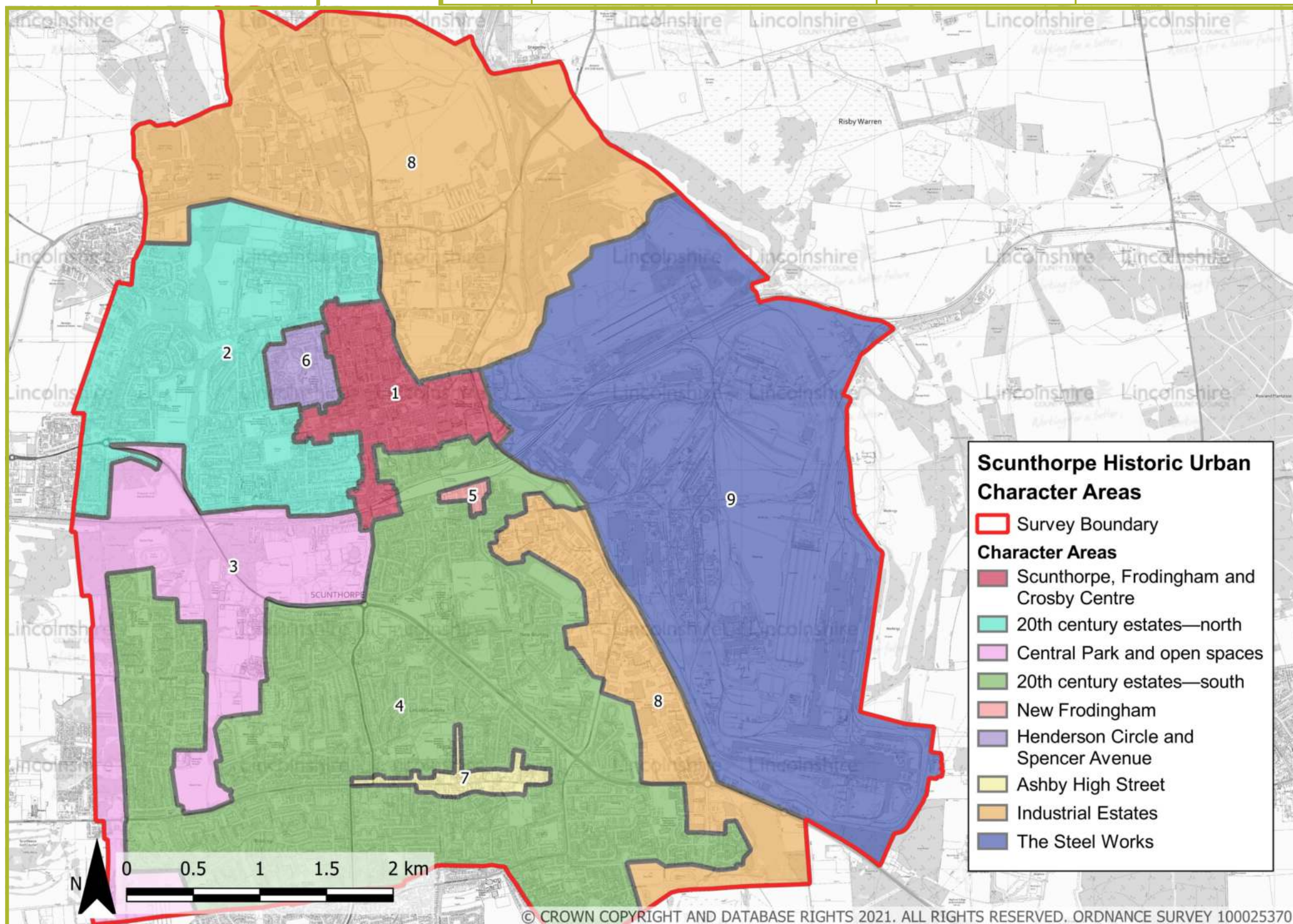
**Evidential:** the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might involve both national and local archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. 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 20<sup>th</sup> century council housing estate, or from the way the HUCA has evolved over time. Unattractive elements, such as neglected sites, might reduce the aesthetic value.

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

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



## 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

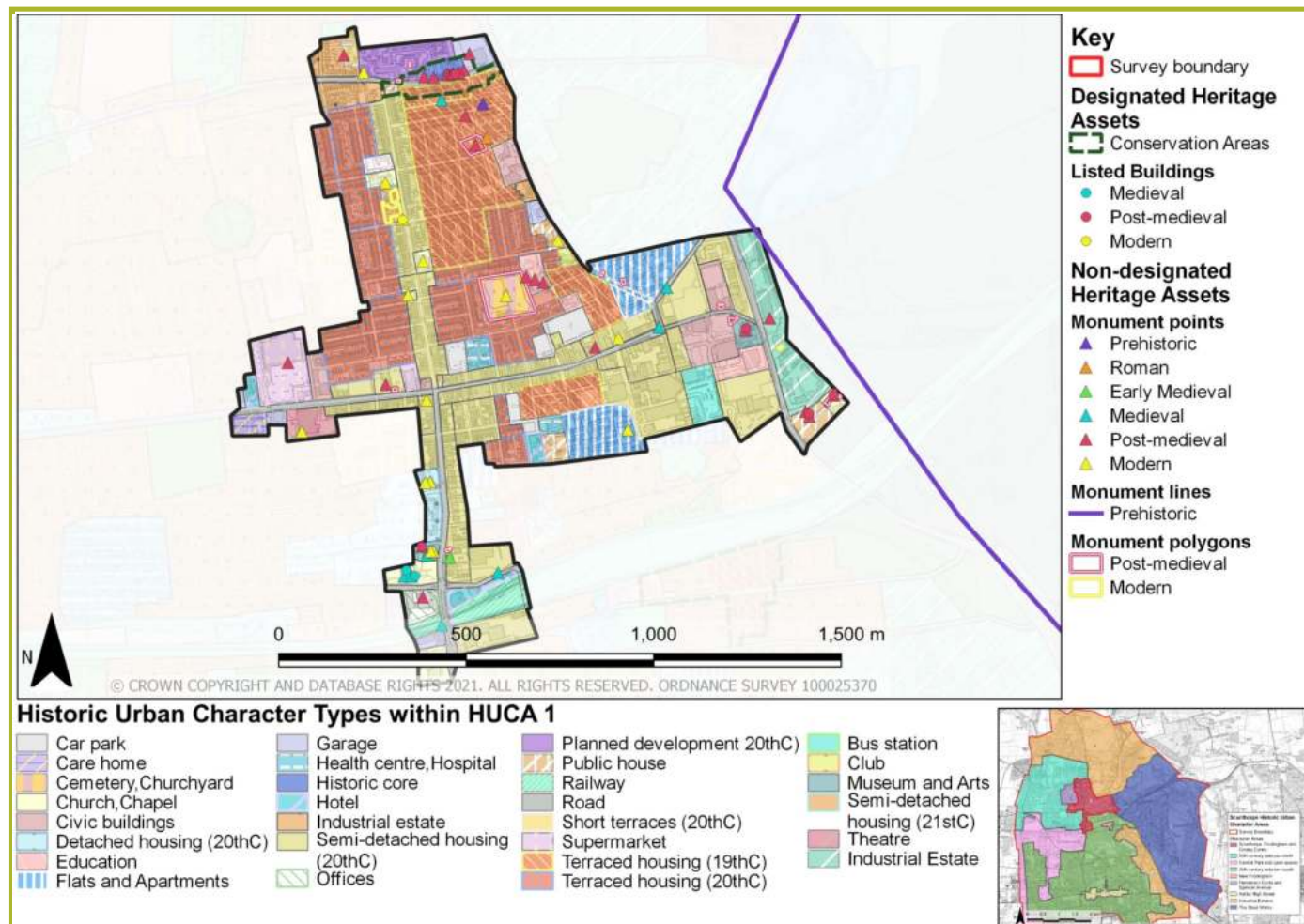
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>"the potential of a place to yield evidence about past human activity."</i>	<i>"There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence 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 190 (b) and (c), 193, 197 (b) and (c), 202, 203	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 2021 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 - Scunthorpe, Crosby and Frodingham Centre

### Key characteristics

- ◆ Historic centre of town, comprising commercial streets, pre-1915 terraced housing and public buildings.
- ◆ Long streets of shops connect the three historic centres.
- ◆ Public realm buildings feature heavily, particularly to the west of the HUCA.
- ◆ The east of the town centre has been redeveloped in the late 20<sup>th</sup> century and many large civic buildings constructed.
- ◆ Dominant material is red brick.
- ◆ Residential development which connects historic cores, comprising terraced housing.
- ◆ Streets are in a grid plan and relatively narrow.
- ◆ Older streets more irregular.
- ◆ Landscaping in public realm; however; limited green or open space.
- ◆ Redevelopment has included large pedestrianised zones.

### Landscape History

All of the historic settlements were probably founded during the early medieval period, with Frodingham possibly the earliest of the three. The settlements remained small hamlets surrounded by agricultural closes until the 19<sup>th</sup> century. Crosby retains some of its historic character, as a number of 18<sup>th</sup> and 19<sup>th</sup> century houses remain along Old Crosby Street. It was at this time that Scunthorpe began to grow, due to the founding of the iron works in the town, with the development of several streets of terraces. At first the town expanded to the north and south up to the extent of the parish boundaries. The growth of the town centre was hindered by the cooperation of the parishes of Crosby and Frodingham. Crosby joined with Scunthorpe in 1913 and fields between Scunthorpe and Crosby were sold for development. This resulted in the urban development connecting the two village centres. Along the main roads including High Street and Frodingham Road many of the newly built terraced houses were swiftly converted into shops. During the first half of the 20<sup>th</sup> century, the urban area of Scunthorpe and Crosby spread to Frodingham which joined in 1919. Redevelopment of the public realm has taken place throughout the latter half of the 20<sup>th</sup> century, particularly in Scunthorpe. Scunthorpe centre which became the commercial centre in the late 19<sup>th</sup> century because of its connection to the iron works has remained the commercial, civic, and entertainment centre of the wider town.

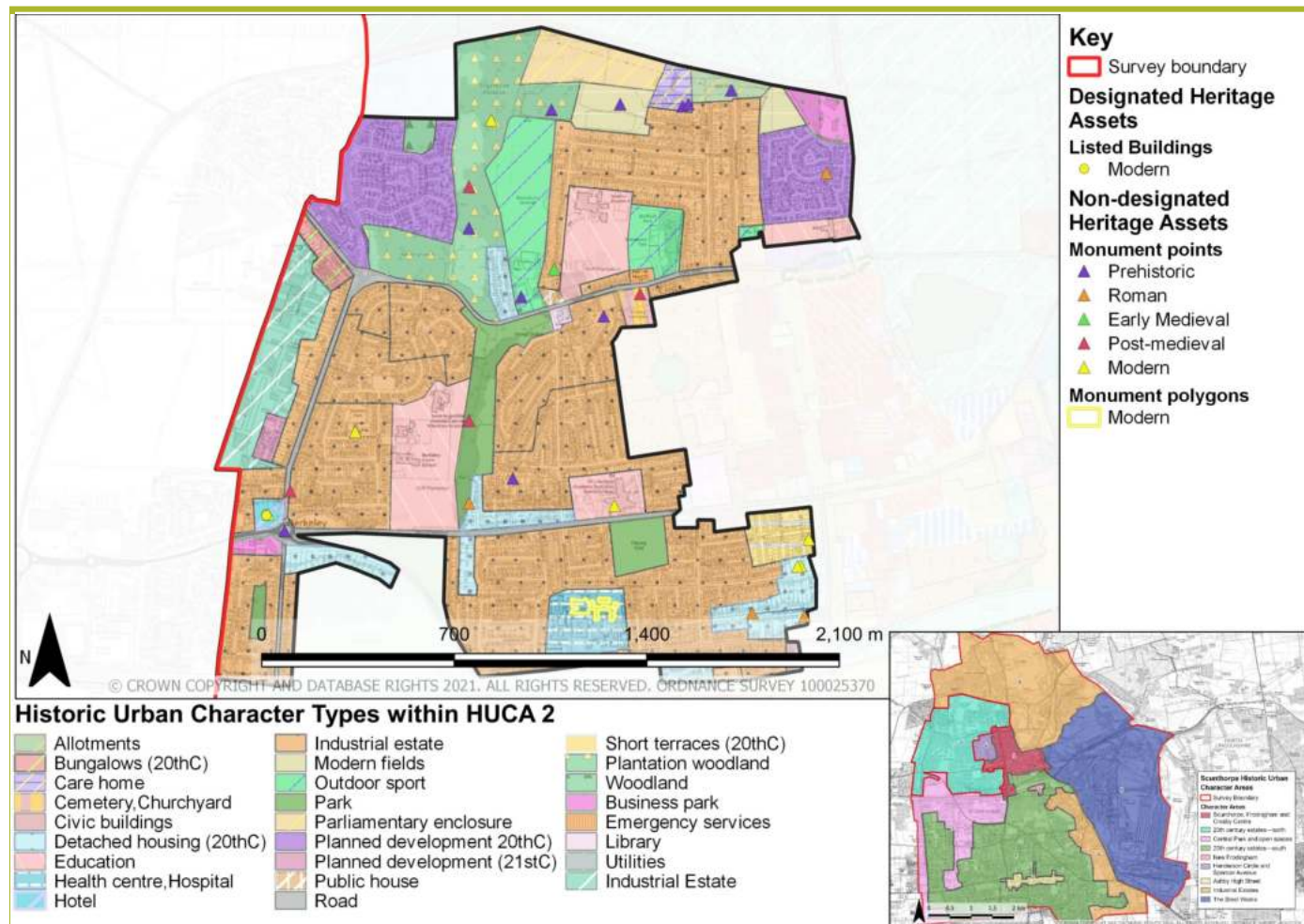


**Evidential Value:** The medieval settlements of Frodingham, Scunthorpe, and Crosby are within this character area meaning archaeological remains from this period are possible. Frodingham church particularly, is a reminder of the age of these settlements. Evidence relating to the modern period and the swift expansion of the town is also readily visible. 19<sup>th</sup> and early 20<sup>th</sup> century terraced housing is extant throughout the HUCA, although on the main streets many have been converted into shops. Some early buildings have been redeveloped entirely, this is especially the case in the east of Scunthorpe town centre.

**Historical Value:** Much of the character area is the product of late 19<sup>th</sup> and 20<sup>th</sup> century development, some areas however, such as Old Crosby Street and Frodingham Church retain many historic elements. These areas contribute to the historic value of the wider town as a whole representing three of the five historic hamlets which became the large steel town.

**Aesthetic Value:** The 19<sup>th</sup> and 20<sup>th</sup> century development, apart from some areas of renovation, is intact and is instantly recognisable within the character area. The core of Crosby, which retains much historic character provides a break from the surrounding area, which largely comprises modern development. St Lawrence's Church, which is set within a large yard surrounded by mature trees also creates a break within an urban landscape.

**Communal Value:** The character area has many buildings of commercial, and public value as well as Crosby Conservation Area. Although Scunthorpe town as a whole contains many smaller centres, the centre comprising Scunthorpe, Crosby, and Frodingham is likely the largest public realm within the town, and contains many community amenities. The North Lincolnshire Museum is located within the HUCA, which engages the public on the local history of Scunthorpe and the wider area.



## HUCA 2 - 20th century estates—north

### Key characteristics

- ◆ Developed throughout the 20<sup>th</sup> century, particularly in the post-war period.
- ◆ Characterised by large residential developments.
- ◆ Dominant housing type is semi-detached; short terraces, detached and bungalows are also present.
- ◆ On-street parking and driveways.
- ◆ Houses set back from the road behind a front garden and driveway.
- ◆ Red brick built with concrete tiles, uPVC windows and doors.
- ◆ Ornamental features, such as door surrounds, decorative windows, decorated gables dependent on the age of construction.
- ◆ Many small public realm centres incorporated into developments including schools and local shops.
- ◆ Parks and open spaces also frequent within the character area and included within developments.
- ◆ Some streets are tree-lined with grass verges separating the houses from the road.
- ◆ Active street frontages, with all buildings facing towards the road.
- ◆ Topography gently sloping down to the west.

### Landscape History

Prehistoric and Roman remains within the character area, including cremation pits, pottery and find-spots demonstrate local activity during these periods. From the early medieval to the modern period the character area was agricultural land, located within the parishes of Crosby, Frodingham, and Scunthorpe. In the early 19<sup>th</sup> century, the parishes were enclosed through Parliamentary Acts. This divided former common land and open fields into smaller organised field systems, much of which was awarded to a small number of local landowners. Land adjacent to the River Trent was also subject to warping, a process which introduced flood water from the river onto the fields, which was then allowed to drain away, leaving the river sediment behind and improving the soil. Much of the field pattern established in the early 19<sup>th</sup> century endured for the remainder of the century and into the modern period, when much of the area was developed. It was also in this period that some plantation woodlands were established. A number of these woodlands have been retained as part of the later developments, such as Hornby's Holt, Skip-pingdale Plantation and Cliff Plantation. These open spaces, and parks create a green belt within the town which runs north to south and creates an almost unbroken line throughout the survey boundary, also meeting with green spaces in HUCA 3 and HU-CA 8. The population of Scunthorpe town boomed in the 20<sup>th</sup> century, which required hundreds of new homes to be built across the survey area within HUCA 2 and HUCA 4, gradually moving westwards throughout the century.

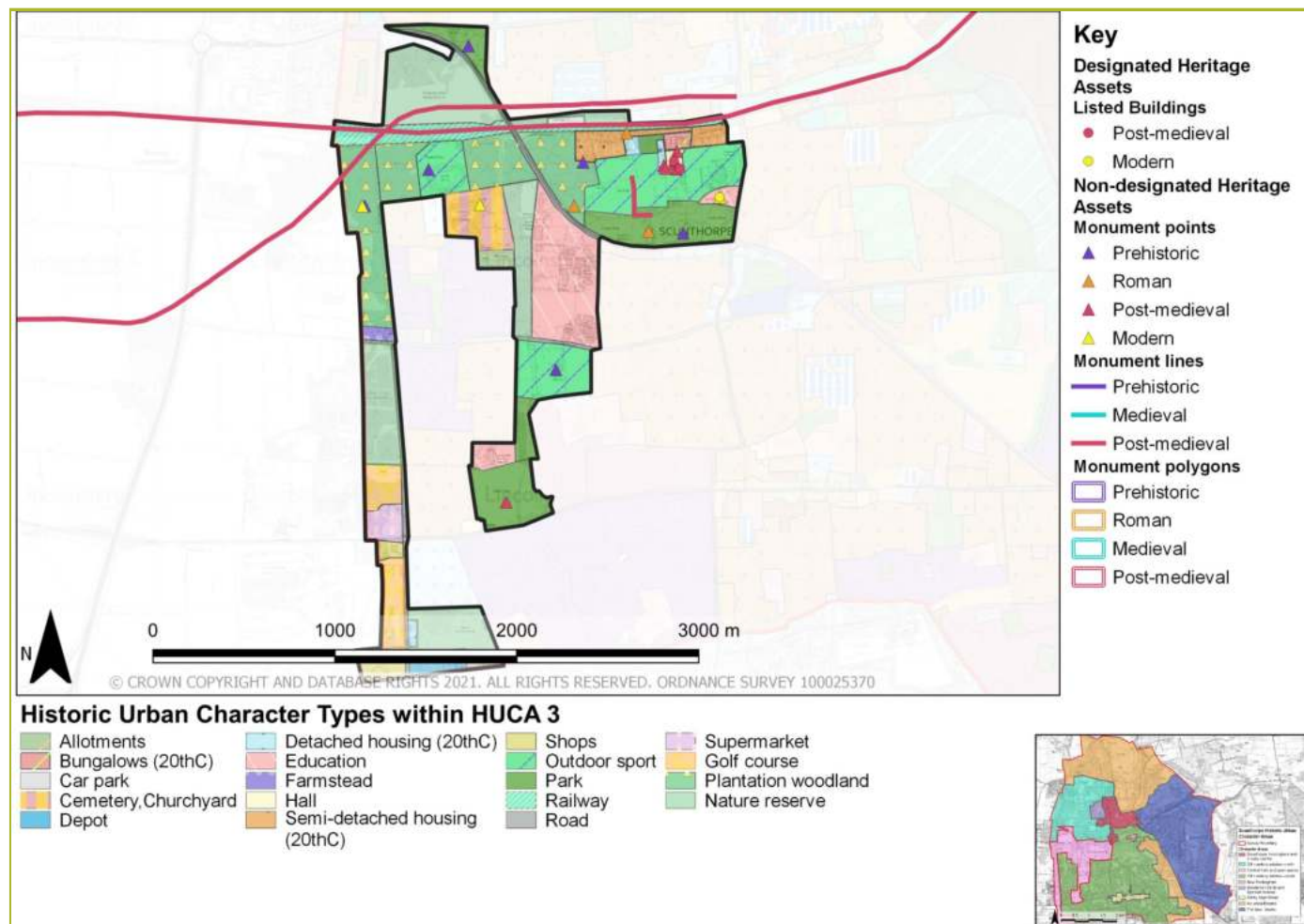


**Evidential Value:** Prehistoric and Roman remains within the character area reflect frequent examples of occupation during these periods which are found in the wider area. Further undiscovered remains are possible. The architecture within the character area demonstrates the changing fashions and aspirations for housing developments which occurred throughout the 20<sup>th</sup> century.

**Historical Value:** The development of the character area mirrors the wider development of the town, which took place rapidly throughout the 20<sup>th</sup> century in order to house employees of the steel works and their families. The complete transformation of the town in the 20<sup>th</sup> century also required the development of dozens of new schools, public amenities and parks, which are seen throughout the character area.

**Aesthetic Value:** Differing housing ornamentation highlights the changing style of house development during the 20<sup>th</sup> century. The woodlands, parks, and open spaces provide a break in a moderately dense residential area.

**Communal Value:** The character area is predominantly private residential, however frequent schools, parks and public buildings contribute to its communal value. There is limited tangible heritage within the HUCA, however, which could be used to engage the public with its history.



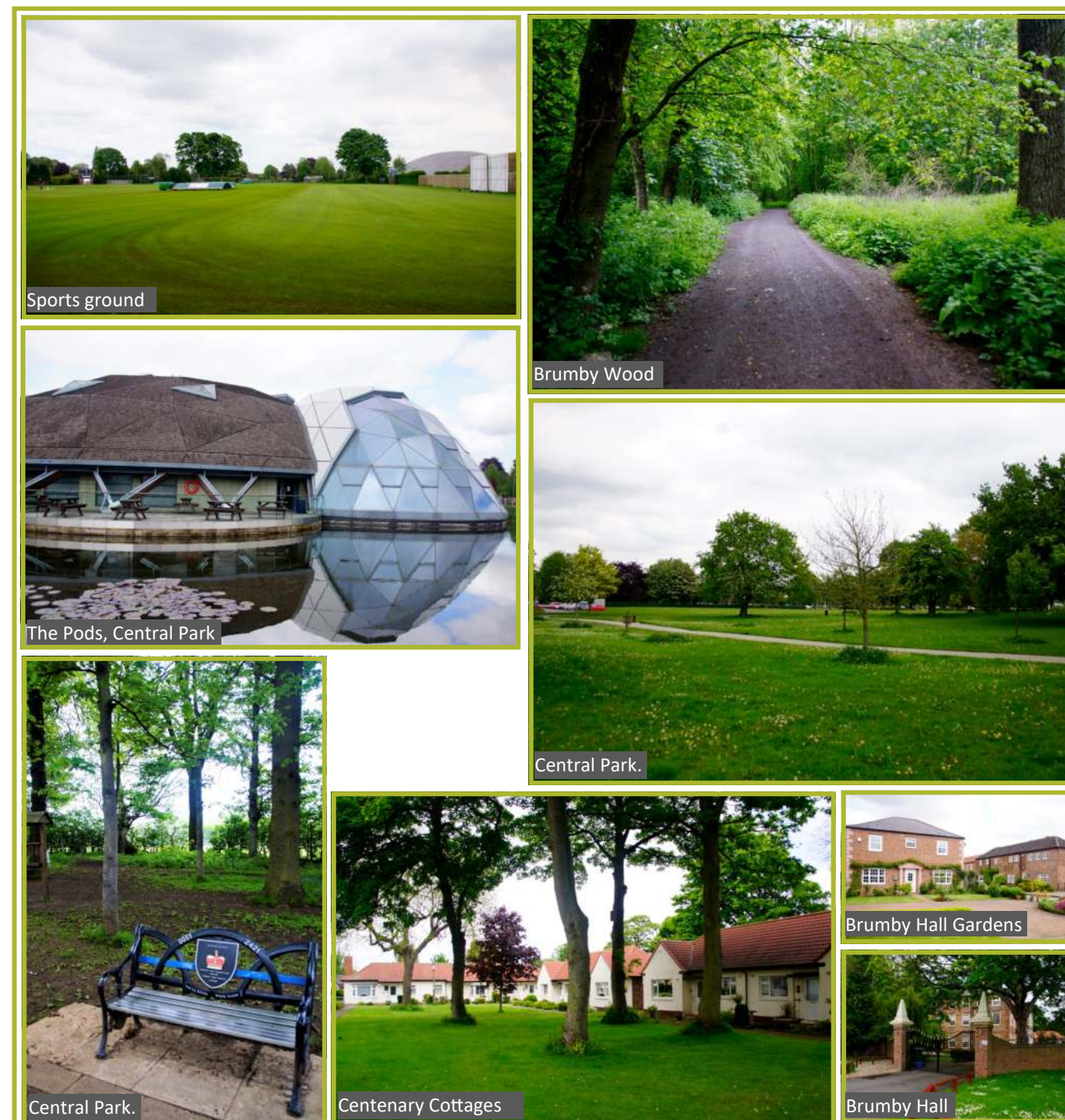
## HUCA 3 - Central Park and open space

### Key characteristics

- ◆ A distinct band of open/green space.
- ◆ Includes, golf courses, parks and plantation woodland.
- ◆ Planned open space.
- ◆ Crossed, but not bounded by main roads and railway.
- ◆ Several areas for recreation and outdoor sports pitches
- ◆ Brumby Hall and grounds within HUCA 3.
- ◆ The Pods are a feature central to the park.

### Landscape History

Prehistoric and Roman remains are recorded within the character area, indicating that activity occurred locally during these periods. This character area is predominantly a zone of green space, including parks, woodlands, golf courses and schools with playing fields. The area covers western regions of the former parishes of Scunthorpe, Frodingham, and Brumby and until the 19<sup>th</sup> century largely comprised common land and open fields. In the 19<sup>th</sup> century, the character area was part of wider parliamentary enclosure Acts. These schemes changed the landscape from wide open communal fields and common to smaller hedged fields, owned by a smaller number of local people. Brumby Hall (NLHER: ML5042, NHLE: 1346550) is located within the character area, and although the structure dates to the 17<sup>th</sup> century, a hall is thought to have been here since the medieval period. Until 1920, some of the land was owned by Lord Beauchamp, and hadn't been made available for development, this land was agricultural and woodland, some of which is ancient woodland, plantations were added to the area in the 19<sup>th</sup> century. The area was included in the town plan of 1966 as open green space, which has resulted in its retention and expansion with both outdoor and indoor sport areas, parks, golf courses and the renovation of formerly developed sites.

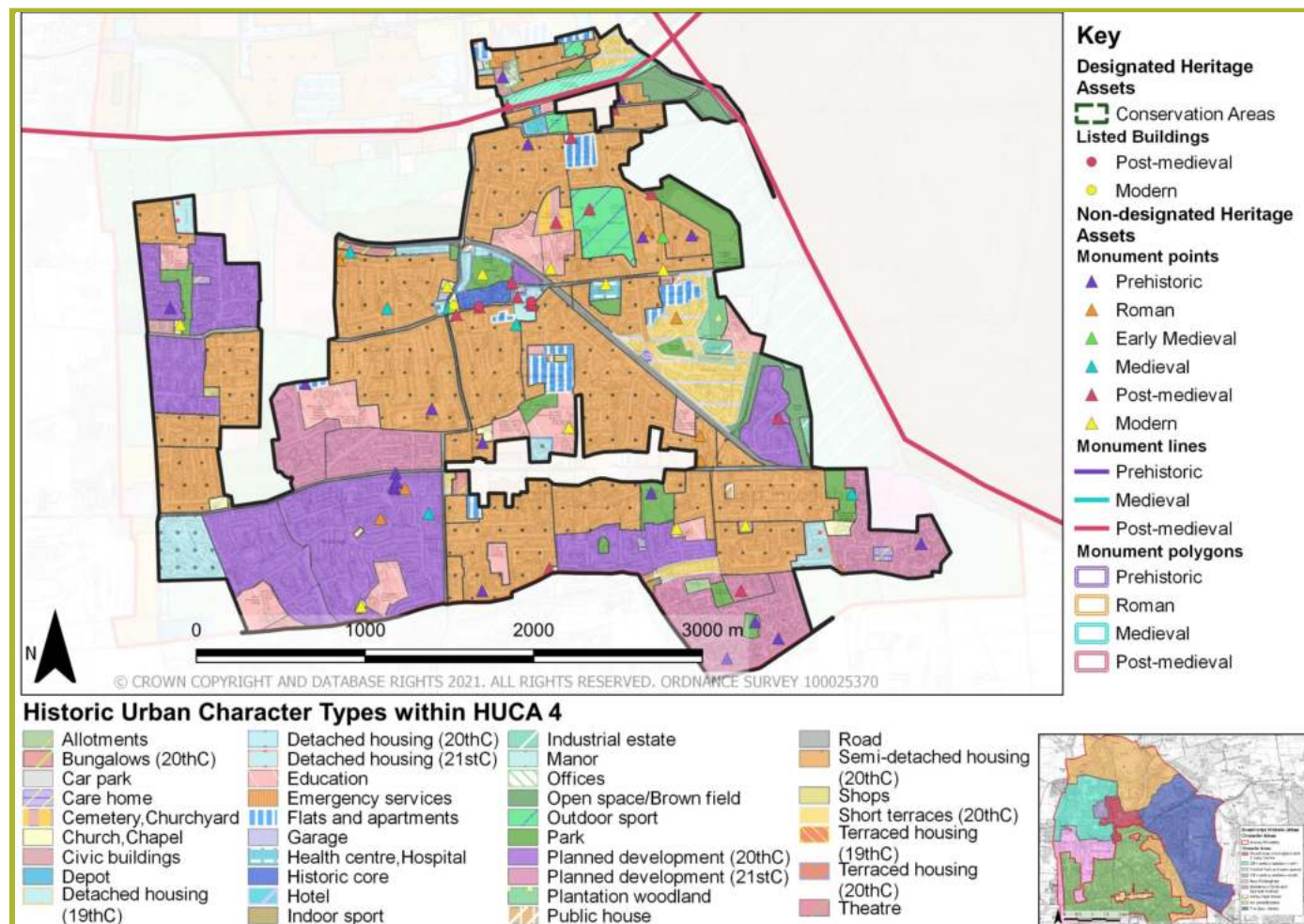


**Evidential Value:** Prehistoric and Roman remains found within the character area indicate human occupation in these early periods. Further discoveries of evidence of these periods is possible. Brumby Hall, although altered and now surrounded by modern development, is an important local structure, which highlights some of the town's early history. The preservation of ancient woodland of Brumby wood and the creation of a plantation woodland, demonstrates an extended period of landscape management.

**Historical Value:** Brumby Hall, although set within a modern housing development, provides a visual link and a reminder of the medieval history of the villages, which is not easily recognisable in the predominantly 20<sup>th</sup> century town.

**Aesthetic Value:** The character area creates a large accessible open space for the town. It is a tranquil recreational space within a largely urban environment. Brumby Hall creates a strong tangible link to the area prior to the development of the town. The Pods entertainment venue provide architectural interest within the character area.

**Communal Value:** Communal value within the character area is generated through the public realm spaces, which are shared and experienced by the public.



## HUCA 4 - 20th century estates—south

### Key characteristics

- ◆ Predominantly residential in overall character.
- ◆ Interspersed with schools, shops and parks.
- ◆ Mixture of council built and privately built estates.
- ◆ Characterised by large 20<sup>th</sup> century development.
- ◆ Mixture of housing, including semi-detached, bungalows and detached.
- ◆ Properties usually have a driveway and front garden, which sets the houses back from the road.
- ◆ Developed throughout the 20th century, particularly in the post-war period.
- ◆ Red brick built with concrete roofs, uPVC windows and doors.
- ◆ Ornamental features dependant on the age of construction.
- ◆ Many small public realm centres incorporated into developments including schools and local shops..
- ◆ Parks and open spaces also frequent within the character area and included within developments.
- ◆ Grass verges separating the houses from the road, few trees.

### Landscape History

Prior to the amalgamation of the parishes, the character area would have been part Brumby and Ashby parish, the landscape throughout the HUCA was varied. With common land and moors to the east and west of the parishes on the poorer quality soil and open fields and closes in the centre adjacent to the village centres. Much of the landscape was enclosed through the Parliamentary Enclosure Acts awarded in the 19<sup>th</sup> century, transforming the landscape from a large open area to smaller enclosed fields. These field patterns were largely removed following the construction of the large housing estates. The estates were constructed throughout the century, in large-scale developments which incorporated public amenities such as parks and schools. The centre of Brumby village has largely been incorporated into the urban character of the HUCA and is largely indistinguishable from the wider area, which is preserved through the presence of a small number of post-medieval houses such as Brumby House (NLHER: 5845, NHLE: 1346549).

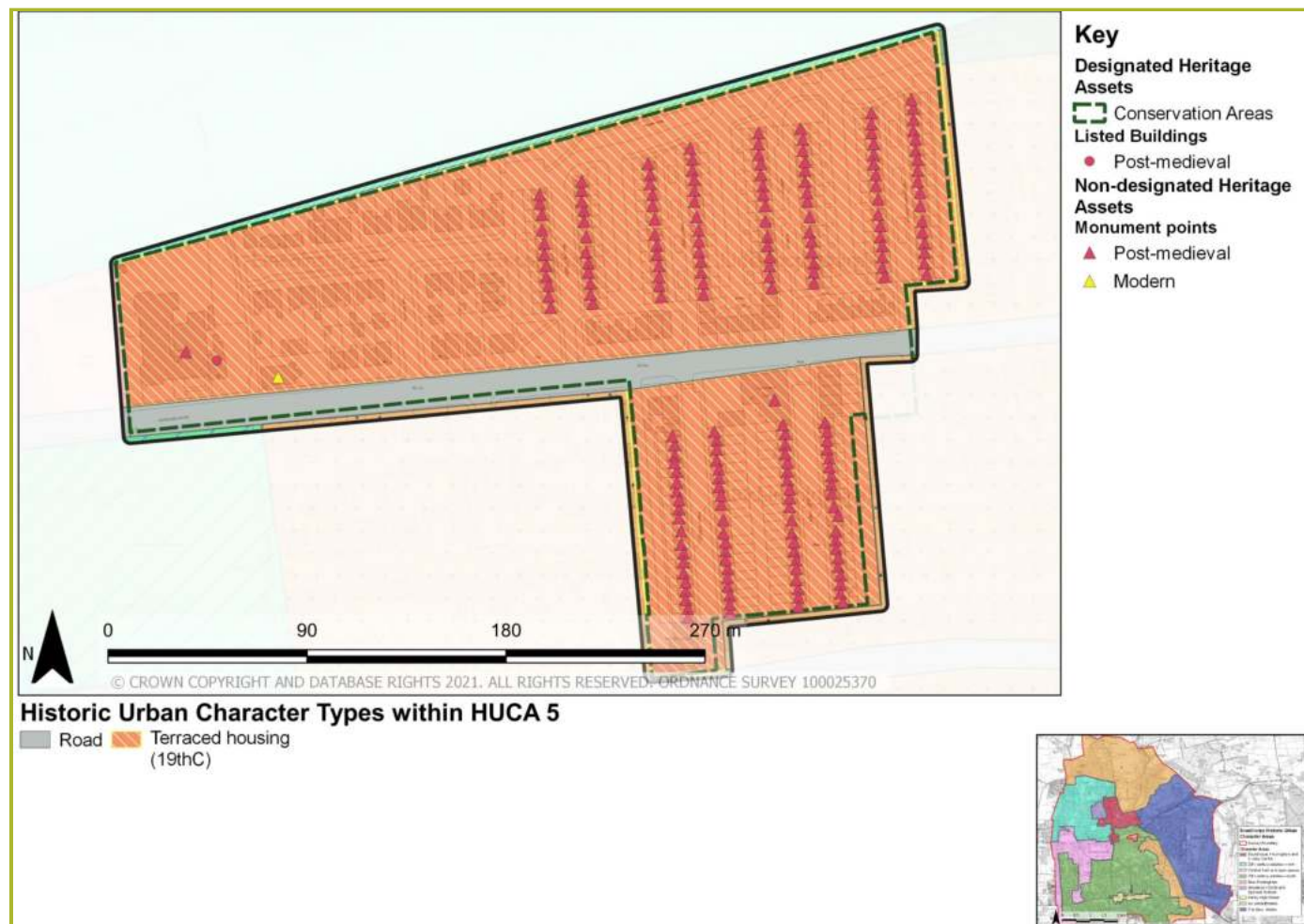


**Evidential Value:** Remains from the prehistoric period through to the modern day provide important context for the history of Scunthorpe and the wider area. These include settlement remains from the prehistoric and Roman periods (NLHER: MLS19772, MLS20111), highlighting activity in the local area during this period.

**Historical Value:** The historical village centre of Brumby is important for the contribution it makes to the narrative of Scunthorpe as a whole as it is one of the early settlements within the survey boundary. The prehistoric evidence recorded within the character area also contributes to the understanding of the wider history of the north Lincolnshire region.

**Aesthetic Value:** Much of the historic character has largely been lost to development. The character area does however contain architectural styles from throughout the 20<sup>th</sup> century which highlight the process of development in the town.

**Communal Value:** Prior to development much of the character area was largely agricultural and as such does not contain many areas which can be used to engage the public on the non-residential history of the town. Parks and open spaces which have been incorporated into developments provide important communal space for local people.



## HUCA 5 - New Frodingham

### Key characteristics

- ◆ A strong character of planned terraced streets with a small number of public buildings.
- ◆ Area forms the New Frodingham Conservation Area
- ◆ 19<sup>th</sup> century model village in a grid plan
- ◆ Material is red brick and with pantile roofs
- ◆ Small wooden mullioned or casement windows, wooden doors, often painted with a collective colour palette
- ◆ Regular brick chimney stacks
- ◆ Ornamental traditional lighting
- ◆ Small number of streets are pedestrianised with parking to the rear of the houses
- ◆ Green space is limited, although some ornamental trees are extant.
- ◆ Character area was originally located in a rural setting, now it has been absorbed by the urban area of the town
- ◆ Views include the Scunthorpe steel works

### Landscape History

Prior to being developed in the 19<sup>th</sup> century, the character area was part of an area of closes (small fields enclosed by hedges) within the Frodingham parish. These closes were likely enclosed by private agreement in the medieval or post-medieval periods. Closes are seen across the survey area and are largely located close to the former village centres. New Frodingham and New Brumby were the first developments to be constructed outside of the village cores in 1865. New Frodingham was constructed for the employees of the iron works, to the south of the historic core of Scunthorpe, on land adjacent to the works. The development comprised terraces of small houses with yards to the rear interspersed with small carriage passages. The construction reflected other model industrial settlements of the mid 19<sup>th</sup> century, although it was larger than average with room made for shops. A school (NLHER: MLS5846, NHLE: 1083616) for the settlement was constructed in 1867, and in 1871, a town hall was also constructed (NLHER: MLS22049); It was also utilised as a surgery for the Frodingham Cottage Hospital for employees of the works, prior to the development of the Memorial Hospital. In 1990, many of the houses in the character area were restored to their original specifications, which included the reinstatement of wooden doors and windows, and clay tile roofs.

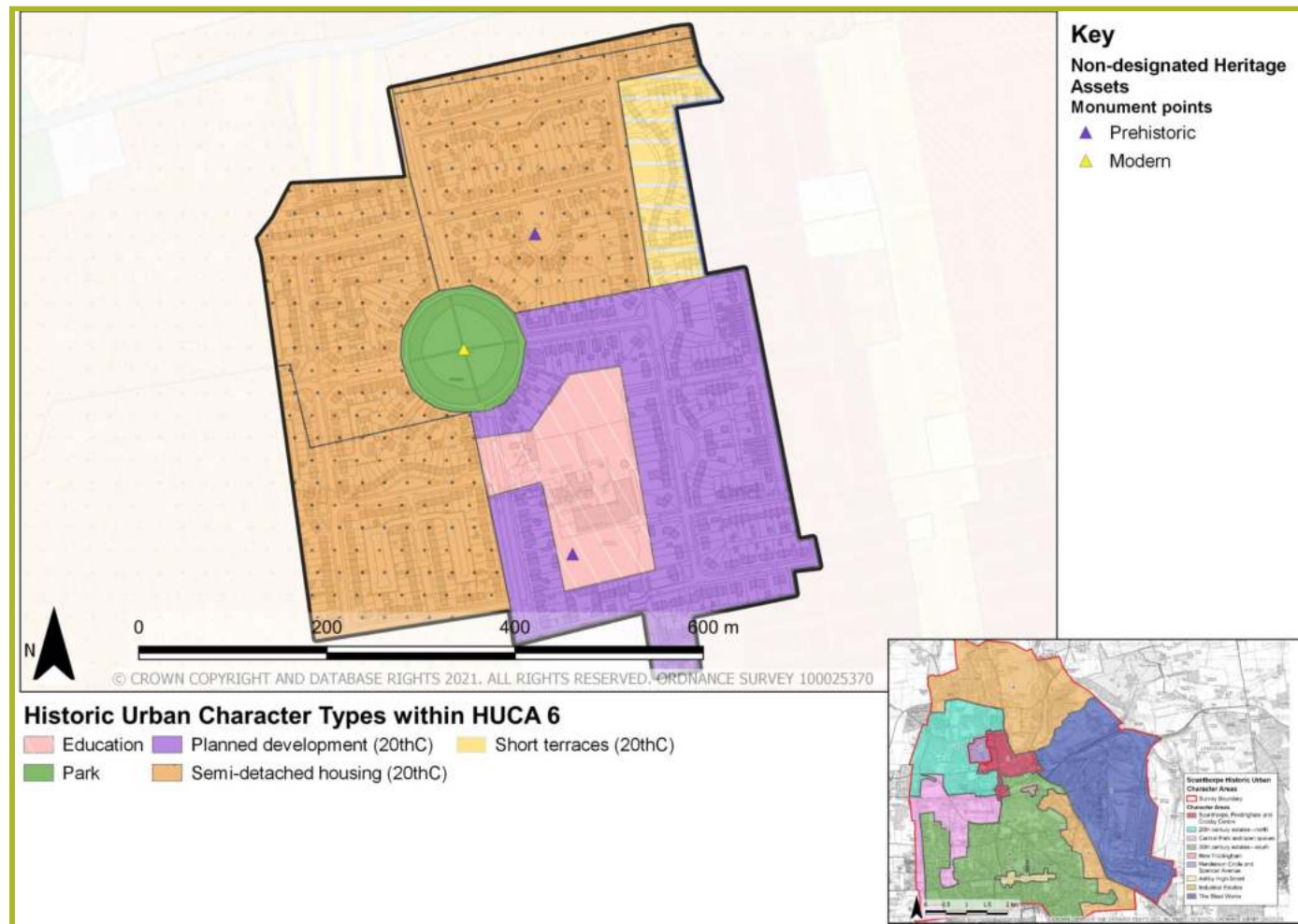


**Evidential Value:** The character area is made up of 19<sup>th</sup> century cottages and public buildings. Although it has seen large amounts of alterations throughout the 20<sup>th</sup> century, the most recent have restored the character area to its original design. It makes a positive contribution to our understanding of the history of Scunthorpe and is directly important to the development of the town and the steel works in the late 19<sup>th</sup> century.

**Historical Value:** The character area is important to the narrative of Scunthorpe as it was one of the earliest developments, which addressed the need for more employees for the growing steel works. The construction is also similar to other 'model' workers villages, seen in industrial towns across the country.

**Aesthetic Value:** New Frodingham is highly uniform in its character, it creates a visually different street-scape in a town which was predominantly developed during the 20<sup>th</sup> century. The brick and roof tiles were often produced from local clay and provide a vernacular quality to the area. The continuity present across the character area creates a visual appeal and interest.

**Communal Value:** The character area provides interest as it is a rare survival within a largely modern urban space. As such, it provides an easy way with which to engage the public on the history of the town and the steel works.



## HUCA 6 – Henderson Circle and Spencer Avenue

### Key characteristics

- ◆ Developed in the interwar period.
- ◆ Council built housing focussed around a large central circle.
- ◆ Housing is either short terraces or semi-detached.
- ◆ Often arranged around greens or wide grass verges.
- ◆ Render frequently used. As well as concrete roof tiles, uPVC windows and doors.
- ◆ Roads are straight with cul-de-sacs and half crescent pathways, extending from the main thoroughfares.
- ◆ Frequent ornamental details, such as glazing bars, fascias, brick lintels and wooden bargeboards.
- ◆ Frequent trees, influenced by garden city design principles.
- ◆ Houses often have their own driveway and are set back from the road.
- ◆ Separated from public space by a hedge or boundary.
- ◆ Some houses behind 'crescent' greens in an arch set back from the road.

### Landscape History

The character area was partially enclosed in the early 19<sup>th</sup> century, although much of the area had already been enclosed prior to the implementation of the Parliamentary Act in 1807-1812. This field pattern, comprising small rectangular fields was retained until the development of the area in the early-mid 20<sup>th</sup> century. Aspirations of this period to make Scunthorpe into an 'industrial garden city' are reflected in the design of the HUCA, which include, tree-lined streets, and frequent grassed areas such as Henderson Circle. Extensive prehistoric remains are recorded in the wider area. Despite this only two find-spots from the prehistoric period are recorded within the character area.



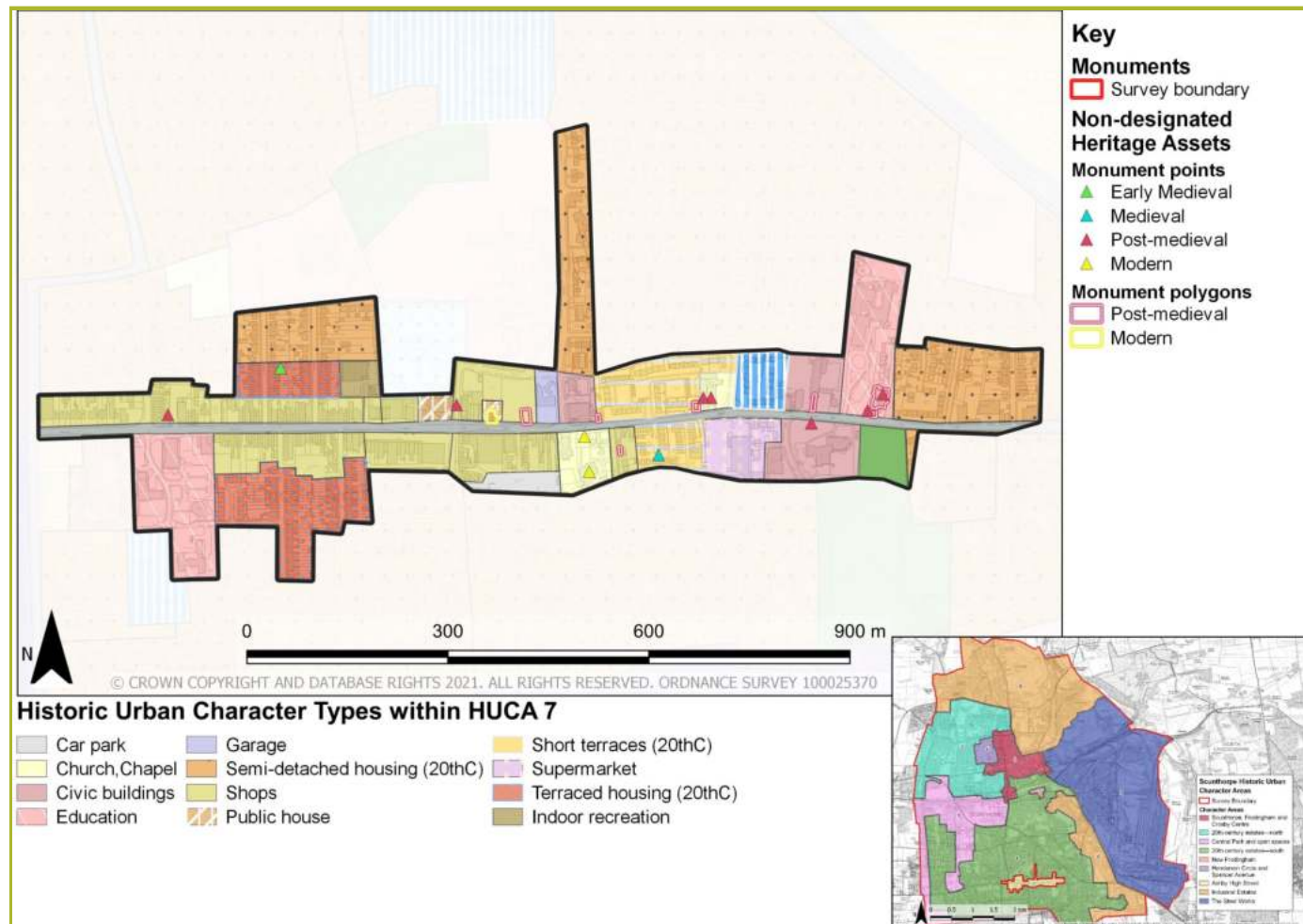
**Evidential Value:** Two find-spots related to the prehistoric period are recorded within the character area. It is probably more archaeological remains survive but may have been lost due to developments of the period not requiring archaeological investigation prior to construction. The built environment reflects the large estate development which has characterised the growth of Scunthorpe as a wider town.

**Historical Value:** The character area contributes to the narrative of Scunthorpe's development as a town, which was delivered throughout much of the 20<sup>th</sup> century by large-scale coordinated planning.

**Aesthetic Value:** The character of the area is consistent and a visual record of the planned estate development, seen throughout the 20<sup>th</sup> century. The uniformity of the built development creates interest. The size of house plots and the general spaciousness of the street form is typical of the period.

**Communal Value:** The character of the area is predominantly private residential, however, the frequent greens and open spaces as well as the strong character of the area provide a sense of place.





## HUCA 7 – Ashby High Street

### Key characteristics

- ◆ Commercial street.
- ◆ Frequent terraced housing often converted into shops.
- ◆ Some examples of redeveloped shopping areas.
- ◆ Edwardian architecture reflected in public buildings.
- ◆ Wide public foot paths.
- ◆ Street furniture such as bins and benches.
- ◆ Buildings of 2-3 storeys; ground floor used for shops and upper floors often residential or offices.
- ◆ Large 20<sup>th</sup> century shop signs.

### Landscape History

Ashby began as a settlement in the early medieval period and is mentioned in the Domesday survey as belonging to King William I and Peterborough Abbey (NLHER: MLS4646). Like the other historic village centres, it is probable that it was established close to springs on the downward slope of the limestone ridge. Ashby was the largest of the villages, and its centre was focussed along Ashby High Street. It remained small until the late 19<sup>th</sup> century, its population growing by approximately 800 between 1851 and 1891. Like Scunthorpe centre, it was one of the earliest places to develop within the survey boundary in the late 19<sup>th</sup> century. Initially, the development was residential terraces, however by the early 20<sup>th</sup> century, many of these had been converted into shops. Over the 20<sup>th</sup> century, Ashby High Street has had episodes of redevelopment, with the construction of large commercial buildings or the redevelopment of residential buildings.

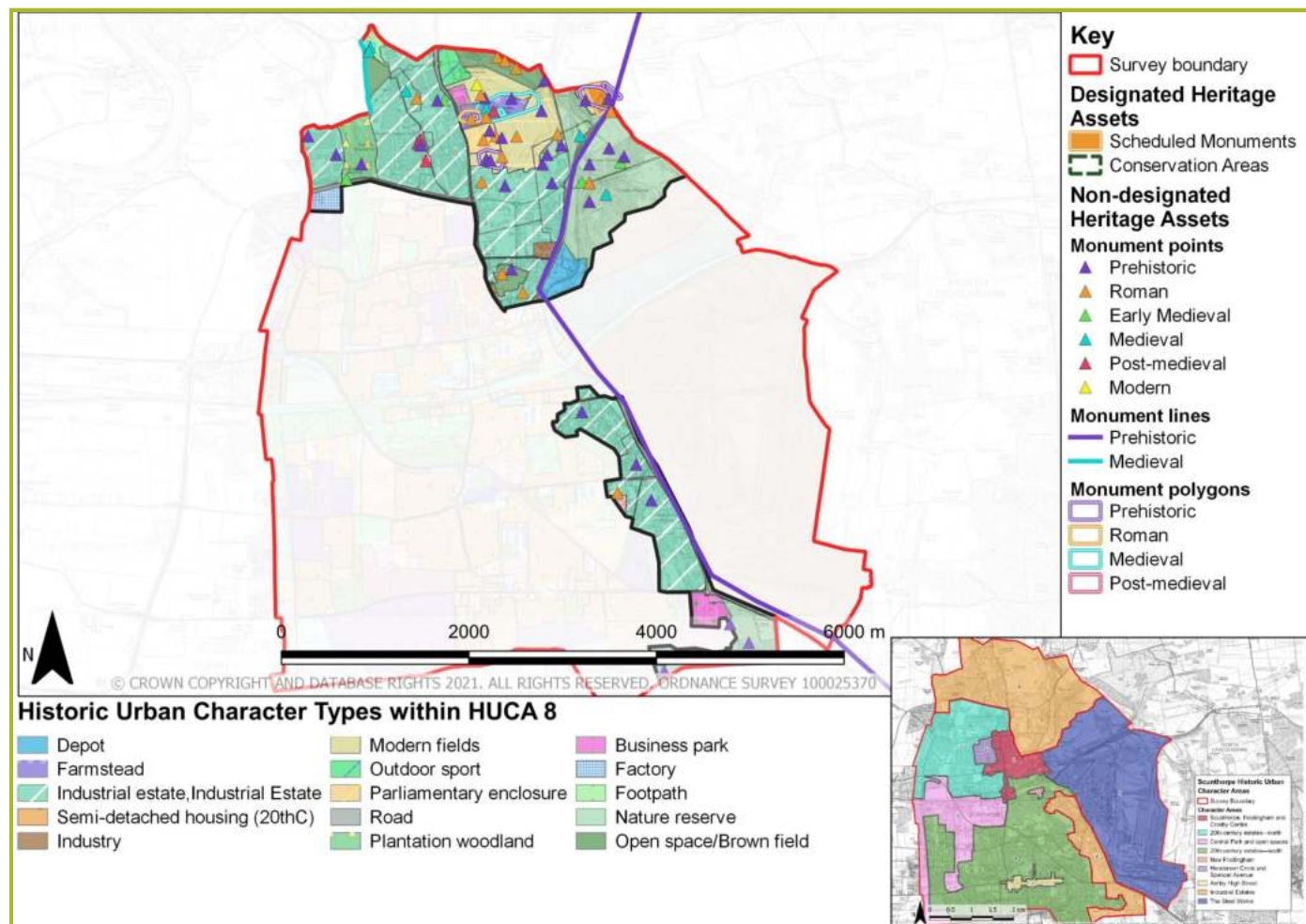


**Evidential Value:** Evidence of Ashby settlement prior to the growth of the town in the late 19<sup>th</sup> century is limited. The southern boundary of the former settlement is preserved to the rear of the shop boundaries; however, much of Ashby High Street has been redeveloped in the late post-medieval and modern periods. A small number of historic buildings have been retained; however, the NLHER records several buildings which are no longer extant including a windmill and farmsteads.

**Historical Value:** A large amount of redevelopment has taken place within the historic core of Ashby which makes it difficult to recognise the historic character of the settlement. Despite this, the conversion of Ashby into a commercial core in the early 20<sup>th</sup> century has preserved it as a distinct centre within the modern town of Scunthorpe. This contributes to the wider historical narrative of the town.

**Aesthetic Value:** The Victorian and Edwardian architecture within the character area make it distinct from the rest of the wider area. These building types are important reminders of the early development of the wider town.

**Communal Value:** Ashby High Street is predominantly in the public realm. The Edwardian and Victorian public buildings, provide frequent opportunities to engage the public on the history of Ashby and the wider town of Scunthorpe.



## HUCA 8– Industrial Zones

### Key characteristics

- ◆ Large industrial estates with depots, retail units, and light industry.
- ◆ Large commercial business parks,
- ◆ Predominantly large steel industrial units.
- ◆ Associated parking and car parks.
- ◆ Some landscaping, including amenity grassland and shrubbery.
- ◆ Character area interspersed with nature reserves, often the product of old industrial areas or quarries.
- ◆ Nature reserves in former industrial sites, including Ashby Ville Nature Reserve and the Appleby Frodingham Ponds.
- ◆ Intercut with main roads.

### Landscape History

The character area was intensively occupied during the prehistoric period, including nationally important remains extant to the south of Dragonby (NLHER: MLS1851, NHLE: 1005224). Much of the settlement endured into the Roman period, and the transition from the Iron Age to the Roman period is visible within the archaeological record. Ironworking operations were taking place in this period, although knowledge of this was forgotten until the rediscovery of ironstone in the 19<sup>th</sup> century. In the early medieval period, settlements were established across the study area. Great (South) Conesby (NLHER: MLS1854, MLS21180) and North Conesby (NLHER: MLS1964, MLS2213) were also established during this period and are mentioned in the Domesday survey. Their subsequent abandonment is an important part of local history and charts change in population and land use which occurred during the late medieval and post-medieval periods. The village is thought to have been depopulated through the actions of William Anderson, a major landowner who removed the tenants of South (Great) Conesby, in order to make the land more profitable. North (Little) Conesby is believed to have been the manorial centre for an area of estate land. The site was abandoned by the 16<sup>th</sup> century and the house demolished in the same period. The moat was revealed during reclamation work to remove towering slag heaps of the former Lysaghts steelworks, and now forms part of the Phoenix Parkway Nature Reserve on the edge of Normanby Park Industrial Estate. The agricultural land within the character area may have comprised common land, warrens and open fields. Like much of the wider area, it was subject to private and parliamentary enclosure. This field pattern has largely been removed by subsequent development and industrial activity.

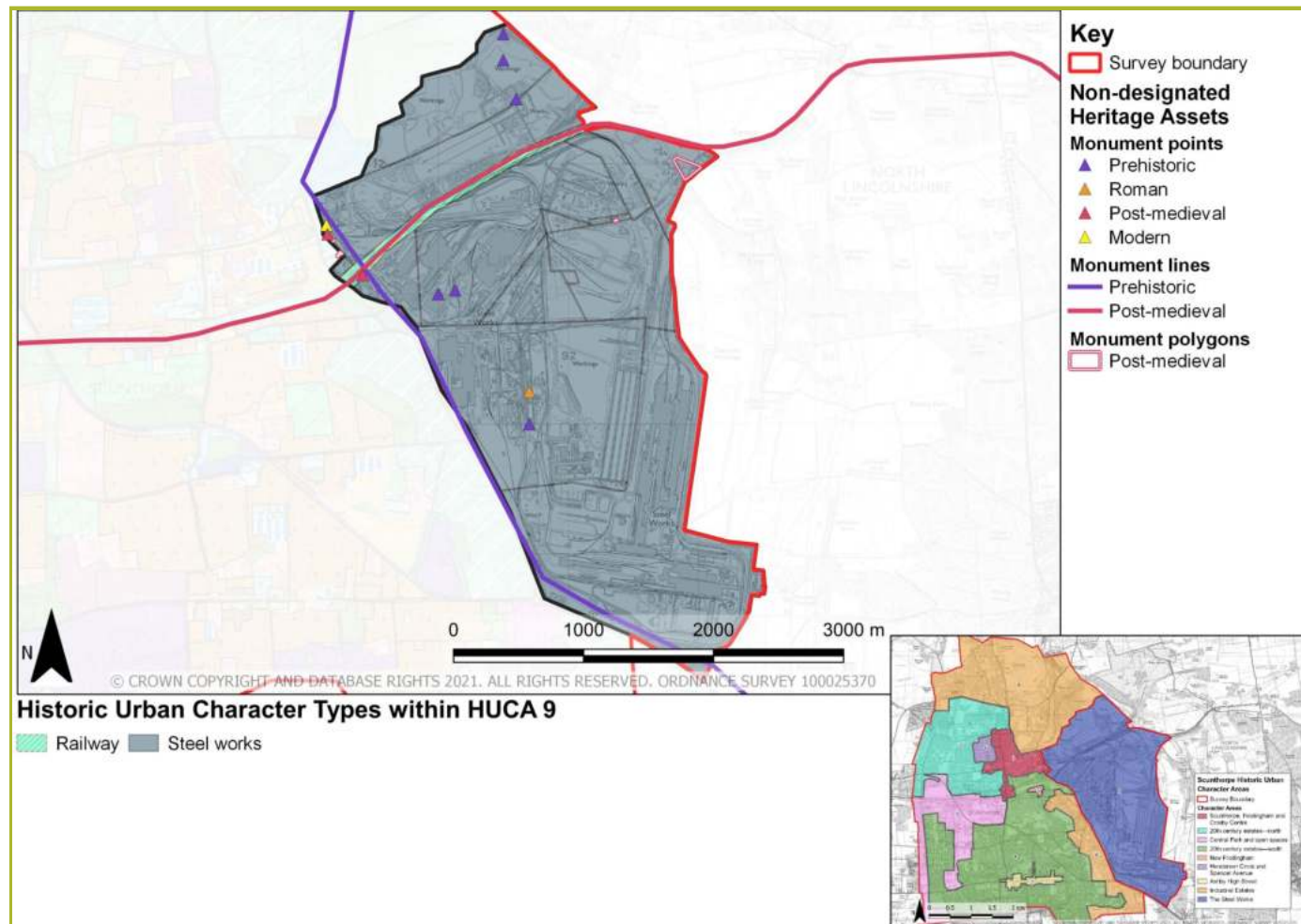


**Evidential Value:** Prehistoric remains, including nationally important settlement remains are well understood following multiple phases of archaeological investigation. Archaeological remains from the medieval period are also present within the character area including deserted medieval villages (NHLE: MLS1854) and a former moated manor house (NLHER: MLS20215, MLS2213). Modern quarrying and mining activity, particularly seen on Crosby Warren, which has subsequently ceased operation has been converted into nature reserves. Whilst many of the recorded archaeological sites and finds in this area were discovered as a result of the quarrying, the potential for archaeological survival across most of this area is negligible except where small areas beneath roads for example were not worked out.

**Historical Value:** The evidence within the character area makes a large contribution to the historical narrative of Scunthorpe and to the wider area. Prehistoric remains which are highly important for the local area and our understanding of how the landscape was exploited. The preservation of deserted medieval villages (DMV) included one moated site at North Conesby is key to our understanding of the area during this period. The DMV of Great Conesby provides context as to the manorial structure and agricultural history of the time.

**Aesthetic Value:** Visual indicators of past activities are present across the character area. Evidence of activity from the prehistoric through to modern periods has left a lasting impact on the landscape. These include, evidence of prehistoric occupation, abandoned medieval manors, villages, as well as modern quarrying processes which have since been transformed into nature reserves and lakes. The former prehistoric track-way which extends beyond the survey boundary is preserved in the modern line of the A1077 and the A1029.

**Communal Value:** The character area is largely used for commercial and industrial purposes, therefore community value for much of the area is low. However, some of the former industrial works as well as the medieval moated site have been converted into nature reserves and as such provide excellent opportunities to engage the public on the former use of the landscape.



## HUCA 9 - The Steel Works

### Key characteristics

- ◆ Iron and steel works.
- ◆ Located on the westward slope of the limestone ridge which traverses the county.
- ◆ Focussed towards the east of the town.
- ◆ Highly industrial area.
- ◆ Developed over the late 19<sup>th</sup> and 20<sup>th</sup> century to encompass a large area.
- ◆ Natural geology much disturbed by quarrying operations.
- ◆ Large industrial buildings, machinery and furnaces.
- ◆ The industry driving the economy of the town.

### Landscape History

The Steel Works Character Area has grown steadily throughout the late 19<sup>th</sup> and 20<sup>th</sup> centuries. Prior to its development, the area largely comprised common land belonging to the separate parishes. Due to the poor quality of the soil, many of these were not used for arable, but were made into rabbit warrens, specifically Crosby and Scunthorpe had their own warrens. In the mid 19<sup>th</sup> century Rowland Winn, noticing that Scunthorpe possessed many of the same qualities seen in quarrying towns elsewhere, established some exploratory quarries on his land and discovered iron stone. Since this time, there have been several iron and steel works founded across the area. Many of these have folded or been amalgamated into other works. The works has grown throughout the 20<sup>th</sup> century, as old seams have been exhausted and new ones opened as well as the expansion of the works into new production lines.



**Evidential Value:** The character area is highly important in its contribution to the development of the town for which it was the driving force.

**Historical Value:** The steel works is central to the formation of the town of Scunthorpe. Its growth and development from the 19<sup>th</sup> century into modern day is of vital importance to the town.

**Aesthetic Value:** The works provide a constant feature on the skyline of the town. It also provides a visual reminder of the history and industry of the town. Tours are organised around the works on the internal railway during Heritage Open Days, although for much of the year the works is closed and not open to the public.

**Communal Value:** The steel works has historically been the largest industry in Scunthorpe, with many strong connections between the works and the local community. As such the works provides a communal value locally, despite the fact that it is not an open public space. Tours are also available of the works for visitors, engaging the public on the history of the iron and steel-works in Scunthorpe.

## DISCUSSION

### Historic background

A large amount of prehistoric activity is recorded within the survey boundary and beyond. Archaeological investigation of sites within the boundary has recovered artefacts dating from the Late Upper Palaeolithic to the Iron Age. The modern day roads, the A1029 and A1077 (Brigg/Winterton Road west of the steelworks), may well re-use the route of a prehistoric trackway which run along the west of the steel works. The transition from the prehistoric into the Roman period is demonstrated in the archaeological record. One site, known as Dragonby, which is of national importance records this transition having been excavated by Jeffrey May between 1963 and 1973. Scattered finds-spots from the prehistoric and Roman periods are also recorded across the survey boundary and are suggestive of a heavily occupied landscape. The location of the settlements changed in the early medieval period, and new villages and farmsteads were established along spring lines on the western slope of the limestone ridge. These settlements were Crosby, Frodingham, Scunthorpe, Brumby, and Ashby. Settlements were also established at North and South Conesby; however these did not endure and were abandoned by the late medieval period. The parishes of the five settlements were organised in elongated strips, aligned east-west, some extending from the limestone cliff in the east to the River Trent in the west. Each parish contained common and moor land, generally located at the outer extremities of the parish boundaries, and open fields and closes in the centre, adjacent to the settlement centres. These settlements remained small hamlets throughout much of their history. It was only after iron stone was rediscovered and a local ironworking industry was established that the villages began to see large growth in the late 19<sup>th</sup> century. Ashby and Scunthorpe were the earliest to be developed. Initially, this consisted of streets of new terraced housing. As a need for commercial centres grew, many of these were swiftly converted into shops, particularly along the main roads such as Ashby High Street and High Street. In the late 19<sup>th</sup> and early 20<sup>th</sup> century the enormous expansion of the iron and steel industry fuelled the need for more employees. This resulted in a large population growth and by 1936 the five parishes had formed one municipal borough. This allowed large scale planning decisions to be made for the town, which resulted in the construction of many large housing estates across the borough and saw a growth of Scunthorpe's population from 11,000 to almost 80,000. The historic cores of the five villages although preserved in usage and form, have largely disappeared through development and renovation. Population growth also led to the development of dozens of new schools, shopping areas and public amenities. This resulted in the town having multiple civic and commercial areas rather than one centre which is common in many towns. The town has seen much of its development throughout the 20<sup>th</sup> century and this has also allowed for the provision of green space. Locally, Scunthorpe has had the title of the 'Industrial Garden City', and the realisation of this aspiration is noticeable in the number of tree-lined streets, parks, and woodlands. Another feature which is apparent across much of the survey area is the steel works, which has provided both the catalyst for the initial growth in the area and on-going employment for much of the population of the town. This industry, which began as a small number of individual iron works has expanded to cover much of the eastern survey area, and is also visible across the skyline for much of the town. A large amount of redevelopment and renovation has taken place within the town centre in the later 20<sup>th</sup> and early 21<sup>st</sup> centuries, with the pedestrianisation of public realm streets and the development of new shopping areas and parks. Scunthorpe despite having historic origins is a relatively new town, and has seen near constant growth and change over the past century, as such; it is well equipped to innovate and redevelop itself in the future.

### Character summary

Scunthorpe has a number of distinct character areas as well as a large area of relatively similar development. HUCA 1 represents the historic cores of Scunthorpe, Frodingham and Crosby; the area is thought of as the centre of the town. It contains a number of important religious buildings, as well as commercial and civic buildings associated with a centre. The form of the character area demonstrates some of the initial growth of the town, including the development and conversion of terraced streets into shopping areas. There are a number of centres in Scunthorpe, which reflect how it grew over time; another is HUCA 7, which also contains a number of religious, civic and commercial areas. This area grew in a similar way to HUCA 1 and many of the terraced houses which were converted are still extant along the street; this area has also remained commercial after its initial growth in the early 20<sup>th</sup> century. HUCA 2 and 4 represent residential growth in Scunthorpe over the 20<sup>th</sup> century. They do not generally conform to historic boundaries and contain several large estates with small shopping areas, and schools built as part of the developments. The nature of the development of Scunthorpe over the 20<sup>th</sup> century also allowed for the planning of green space; this green space is present within housing estates and HUCA 3 is a large continuous area of such space which is located centrally in the west of the town. It connects with open areas in HUCA 2 and 4 to almost create a green belt through the town and provides important recreational areas for the people of Scunthorpe. HUCA 5 is a distinct character area towards the east of the town. It is an area of workers housing and was one of the first areas to be developed for the employees of the works. Its form reflects workers housing elsewhere in the country. HUCA 6 is also a planned council led development, it includes a central circular green area, tree-lined streets and wide shaped grass verges and is reflective of the garden city movement, which has also inspired further planning within the town. HUCA 8 and 9 are vital industrial zones of the town, encompassing much of the north and eastern parts of Scunthorpe. HUCA 9 represents the steel works, which dominates the skyline of the town and provides a large amount of identity, including the motto 'The heavens reflect our labours' referring to the light of the works which is reflected in the sky above the town, as well as the nickname of the local football team—'The Iron'. As some of these works have been exhausted some of the former quarry sites have become nature reserves, including the Ashby Ville Nature Reserve and the Appleby Frodingham Ponds, which provide a unique opportunity to engage the public on the industrial past of the town. Overall, the character of Scunthorpe is of two halves; these are the heavy industry, as well as large areas of green space, woodland, and tree-lined residential streets and recreational space.

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# Extensive Urban Survey



New Frodingham

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