

CONTENTS

	Page
1. Introduction	1
2. Planning Policy Framework	1
3. Location and Context	2
4. Geology	3
5. Historical Development	4
6. Archaeology	7
7. Area Analysis	9
7.1 Area 1 Maud Foster	10
7.2 Area 2 Central Park	12
7.3 Area 3 Pen Street	14
7.4 Area 4 Pump Square and the Lanes	15
7.5 Area 5 Market Place	18
7.6 Area 6 The Bargates	21
7.7 Area 7 South Square	24
7.8 Area 8 Wormgate	28
7.9 Area 9 Red Lion and Tunnard Street	30
7.10 Area 10a Haven Banks and Area 10b Witham Banks	33
7.11 Area 11 High Street North	35
7.12 Area 12a High Street South and Area 12b London Road	38
7.13 Area 13 South End	41
8. Community Involvement	43
Maps	44

1. Introduction

- 1.1 Boston Conservation Area was designated in 1969 and the following re-appraisal of this area is intended to clearly define and analyse its current character and appearance. This will provide a sound basis for both development plan policies and development control decisions, while also providing background toward a subsequent Conservation Area Management Plan. Such a plan will contain policies and proposals designed to secure the preservation and enhancement of the area.
- 1.2 The appraisal itself will initially detail the town's location and population, in order to provide some contextual meaning to the Conservation Area. It will then provide an outline of Boston's medieval origins and consequent development up until the present day. This is particularly necessary where some understanding of the town's important historical development may be seen to contribute significantly to the Conservation Area's overall value.
- 1.3 The appraisal will also provide an outline of Boston Conservation Area's archaeological significance and potential, with particular reference to its buried historical deposit. It is particularly important that this aspect of the town's historic legacy is taken into account, where development in the town is invariably certain to both affect areas of high archaeological potential and above ground historic value.
- 1.4 This draft appraisal will be available for public consultation as well as other in paper form as well available on the Boston Borough Website (www.boston.gov.uk). After this consultation this appraisal will be adopted as Council Policy. A Conservation Area Management Plan will follow this document and will also be adopted as Council Policy.

2. Planning Policy Framework

- 2.1 Conservation Areas are 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. (Section 69 (1) (a) of the Planning (Listed Buildings and Conservation Areas Act 1990)). Local planning authorities are expected to regularly review these and if necessary, designate further areas.
- 2.2 The designation of conservation areas requires of authorities the regular formulation and publishing of proposals toward their preservation and enhancement (Section 71). This is intended to assist authorities throughout the undertaking of their planning powers, specifically where it is desirable to conserve or enhance the character or appearance of a conservation area (Section 72).

3. Location and Context

- 3.1 Boston is located in south-east Lincolnshire, midway between Lincoln and Peterborough. East of the town lies the Wash. The town is surrounded by largely reclaimed freshwater fen to the north and west, and salt marsh to the east. As a result the surrounding landscape is generally low and flat. Little tree cover or hedgerow exists, due to intensive farming of the area. Such a landscape is highly distinctive, and against this the town is sharply profiled from any approach. The town's population presently stands at approximately 36,000.
- 3.2 The town is a service centre for the sub region and the Borough population stands at approximately 55,750.

4. Geology

4.1 Boston before AD 1086

Boston lies on a solid geology of soft Jurassic Ampthill Clays which were scoured out during the Ice Ages to form a basin with till (boulder clay) and sands and gravels. Marine alluvium has then further infilled the basin creating the gradual level ground that now surrounds the town.

Much of Boston lies at 2m above Ordnance Datum although higher ground is recorded adjacent to the Witham. This is due to the natural levees following the river course and the gradual build up of deposits within the town during the medieval period.

4.2 Prehistoric Boston

The earlier prehistoric land surface is in places sealed by as much as 11 meters of alluvial deposits. Peat deposits within these alluvial layers generally date to the Iron Age (700BC – 43AD) which suggests that the rapid accumulation occurred during this period.

4.2 Saxon Boston

Early in this period, the Lincolnshire fens appear to have suffered from extensive flooding depositing marine silts over much of the fen basin. The fen and marsh environments surrounding the town then became much more defined than in preceding periods.

4.3 Medieval Boston

Haute Hundre (Eight Hundred Acre) Fen, lay to the west of Boston. This land was not successfully reclaimed until the 18th Century. This land was divided up between various townships and by the end of the 13th century it

was under cultivation, pasture or meadow. By the 14th century however, had reverted back to marsh. To the north of the town laid the fens and to the south and east lay the open field of Wyberton and Fishtoft.

5. Historical Development

5.1 Medieval Boston

Boston's C11 origins and development are primarily attributable to its role as out port to Lincoln and its accessibility by sea to both Europe and the remainder of the country. At this time the town was much closer to the coastline and situated upon a broad estuary. Added to this was a system of inland waterways, allowing Boston to be an out port to the wider midlands, and by the C13, wool from as far west as Derby was exported from here. Running through Lincoln to Boston and the Wash, the importance of the River Witham to Boston's development may be seen in its centrality to the town. This is particularly apparent where Boston's growth can be seen to have clustered around the river at a point where it has been historically forded since at least the early C12.

An exporter of wool and an importer of various goods, the town became highly affluent and following the C12's monastic revival, attracted numerous monastic orders. Utilising the surrounding fens to graze sheep, these helped make Lincolnshire the period's primary wool producer in England, and as a result, attracted further European interest. During the 1260's this saw the Hanseatic League establish itself in Boston, and consequently dominate all trade with Norway and the Baltic. By the end of the C13 the town had established its weekly market, and since the C12, held one of the most important fairs in England, again attracting trade from the continent. St. Botolph's C14 church may therefore be seen as the most illustrative symbol of the town's medieval affluence and importance at this time.

Boston's original, medieval streets extended in four directions from the east of the river and the town's centre, this being formed by the Market Place and Church. High Street followed the west bank of the Witham, South Street and Wormgate followed the east bank, while Bargate ran north-east from the Market Place. Connecting High Street with the Market Place was Town Bridge. Situated where the river was easiest to ford, the first of these bridges may have been constructed as early as 1142. Again, the river can be seen as highly significant to Boston's initial growth and consequent character, as three of the above routes closely follow the Witham's course, providing them with their sinuous, curving nature.

To a large extent Boston's medieval arrangement still exists and its streets and wide spaces are added to by a series of narrow lanes from this

period. Bounding the eastern edge of the Market Place was the Barditch Drain. Although its precise purpose remains unclear, it may have been a town boundary, and as such defensive, or simply a sewer. The Barditch ran parallel to the Witham and was connected to the river at points north and south of the town. As a result, between the Barditch and Market Place ran burgage plots that were both divided and accessed by narrow lanes. Many building lines still follow these boundaries and as such, the lanes remain.

Building methods and materials throughout this period primarily included timber-framing, although an early use of brick can also be seen in the town. Initially a sign of prestige, examples of brick construction may be found in Boston from as early as c1450. By the end of the C17 this had superseded timber-framing as the primary building method and material, and surviving timber-framed buildings generally date from either the C15 or C16. However, less of these may be found from the C16 when the town's affluence and development slowed.

5.2 Georgian Boston

In part it is Boston's surviving medieval plan and succession of spaces, streets and lanes that provide its distinctive character. However, added to this is the quality of surviving architecture from the medieval period onward. By the mid-C18, little had changed in Boston since the late medieval period, the river silting up and the wool trade slowing, resulting in the port's decline. Nevertheless, following C18 enclosure of the fens, their intensive drainage, and the farming of this land's rich, reclaimed soil, combined with the resulting strength of the market, the town once more began to expand. It housed merchants, doctors and lawyers and new banking houses were established. New streets were cut (New Street and Bridge Street), buildings re-fronted and the western side of the Market Place altered by the construction of new civic buildings. Initially, Boston's growing population could still be accommodated in those brick and pantile houses that surrounded the church, although as this continued to grow, the area further north of the town and around the east bank of the river also developed.

This growth was to some extent assisted by the newly cut Witham Navigation and construction of the Grand Sluice, undertaken between 1764-6. Following this an inn, brewery and various warehousing, coalyards and ironworks grew up around the Sluice, the area becoming known as Witham Town. This was connected to Boston by Witham Place and behind here and Red Lion Street, patterns of simpler buildings were constructed, all generally served by brickyards situated on the edge of town. It was also during this late Georgian prosperity, that housing was first raised along some of the roads out of town, and along both the River

Witham and the Maud Foster Drain. Following the widening of the Maud Foster in 1820, the town's eastern boundary was also extended. Plots of surplus land were sold along its eastern bank and high quality terraces with large front gardens erected. The area between the old course of the Witham and its new cutting was also developed around this time and included Castle Street and Fydell Street. However, little was built on this bank until the coming of the railway.

5.3 Victorian and Edwardian Boston

With the development of agricultural engineering and the arrival of the railway, late C19 Boston saw further growth of both population and development. In 1848 and following the Great Northern Railway Company's line being laid to the west of the town, the company employed many and by 1912 had become Boston's largest employer. To house their employees, new housing was built by the company between the railway line and the town's western edge. However, the arrival of the railway saw the redundancy of many port workers, causing the dereliction of much of the harbour's associated building. As a result, workers moved either west to the railway, east to Skirbeck's iron-works, or to new iron works established opposite Mount Bridge in 1870. This migration resulted in further new streets, although for the more prosperous, new houses and terraces were laid out in the town's north west quarter. Boston's present dock was built toward the end of the C19.

5.4 Twentieth Century Boston

Toward the beginning of the C20, the need for space and gardens resulted in more new streets to the edge of town, with both front and rear gardens. This can be particularly seen in the Carlton Road, Tunnard Street and Hartley Street area. Added to a requirement of space, greater car ownership generated housing estates that pushed urban Boston across Skirbeck and into Fishtoft and Wyberton. In 1932 Boston's boundaries were extended to include Skirbeck Quarter and the urban parts of Skirbeck. Most 1930's ribbon developments following roads out of town were by 1936 less isolated, where new estates filled the spaces behind them leaving few green areas to amenity.

The medieval street pattern largely remains, although this has suffered alteration. During the 1970s the most significant of these was the construction of John Adam's Way. This resulted in a new road bridge and the demolition of many buildings on the edge of the historic core. Further demolition led to the loss of the medieval Lincoln Lane and the Georgian Witham Green. Joining these were Georgian and Victorian developments in the Liquorpond and Pen Street area. However, a number of streets were truncated or cut in half, the most significant of these being High

Street. Later, a new bus station was added to the town centre and through traffic removed from the Market Place and Bargate, allowing the pedestrianisation of Strait Bargate in the early 1980s.

A Conservation Area was first designated in Boston in 1969 and largely confined to the medieval core of the town. Subsequent reviews have led to its expansion that includes aspects of its Victorian and Edwardian past. The result is a large and varied protected area.

6. Archaeology

6.1 In addition to the preserved historic townscape and the individual historic buildings that remain in Boston, the question of archaeological potential is also highly relevant to the town and its Conservation Area. Boston's varying fortune throughout its history has meant that its archaeology has suffered little from the continuing process of development that has affected other historic town's archaeology, particularly during the post-war period. Added to this is Boston's location. Situated upon a low lying estuary in the fens, the water table remains high and conditions for preservation are highly favourable. Usually fragile organic material such as wood, leather, cloth and vegetation remains buried and preserved to an extremely high standard. Although full archaeological investigation of the town centre has hitherto been piecemeal, providing only intermittent evidence, it is clear that Boston still contains highly important buried deposits. It is vital these deposits are conserved and full account is taken of their significance in the future planning and development of the town.

6.2 Prehistoric Boston

Worn by a succession of Ice Ages, underlying Boston and much of the Lincolnshire Fens lies a basin of soft Jurassic Ampthill Clays. Later glacier episodes have subsequently filled this basin with till (boulder clay), sand and gravels. The basin has been infilled further with marine alluvium, creating the generally level ground that surrounds Boston. Boston itself lies at between 2-6m above the Ordnance Datum.

No prehistoric sites are known within Boston, although finds from this period have been recorded. However, the scarcity of evidence from the period may be attributable to prehistoric ground levels being over-laid with later marine alluvium. Prehistoric ground levels lie around 11m beneath subsequent deposits of this nature.

6.3 Iron Age and Roman Boston

Where Iron Age (700 BC - 43 AD) pottery has been found outside of the town, there remains no evidence of settlement from this period within Boston, although later deposits may overlay this evidence. However,

Romano-British (AD 43 – 410) sites are in evidence and further concentrations of finds from this period suggest more sites remain to be identified. Excavations undertaken at Boston Grammar School revealed deposits from this period, while coins and pottery have been found around Hussey Tower.

6.4 Saxon Boston

Although Saxon (AD 410 – 1066) settlement is recorded in Skirbeck from the eighth century, there remains no evidence of Saxon sites within Boston. Nevertheless, archaeological potential from this period still remains high in the area, particularly upon church sites, around which settlement would have grown. This is supported by the finding of coins in the Boston area that include a coin of Athelwulf (AD 839 – 858) and one of Cnut (AD 1016 – 1035).

6.5 Medieval Boston

Again, archaeological evidence from the period AD 1086 – 1250 remains rare, although much knowledge of the town throughout this early medieval period is supported by historical documentation, particularly the Domesday survey. As noted above, as it is throughout the early medieval period that Boston began to develop, significant archaeological potential from this period may be expected around the market or exchange place, and following the river banks from here. This may be particularly relevant along Wormgate, where important religious institutions from elsewhere in the country established wool houses along this important route north. These included Haverholme Priory, Malton Priory, Fountains Abbey and St. Mary's Abbey, York.

Significant potential may also be attributable to the area containing the site of St. John's church, situated to the south of the town, although the precise nature of this potential remains unclear. It is possible that this was a part of the hospital of St. John, the area becoming known as *Hospital Ende*, despite later documentation suggesting that it is of a separate foundation.

It is only from between AD 1250 – 1400 that archaeological evidence begins to be available to support other historical sources. Although this had taken around one hundred years to complete, one source is St. Botolph's church, begun in 1309. The Guildhall may be another source, where recent dendrochronological dating of its timbers is suggestive of this being constructed around 1390.

However, it is expected that to the east of the river and within the area between the river and the Barditch, significant archaeology relating to the

initial establishment of the various friaries in Boston may be found. This is supported by visibly surviving fabric in the stonework of some buildings on South Street and in that of Blackfriar's arts centre, originally refectory to the Dominican friary. Recent excavation in South Square, between the Dominican and Franciscan friaries, has also determined this area to have been populated since the early C12. Carmelite and Augustinian friaries were also located to the south and west of the town, developed in then vacant areas of land.

The location of the Dominican friary is known, while elements of the Franciscan friary have become apparent during excavations of the Grammar School. The later Carmelite friary is known to have been located west of the High Street and re-used stone from this in Paddock Grove may indicate its approximate location. The position of the Austin friary is thought to be in the vicinity of South Terrace.

From this period, another development of importance is the arrival of the Low Countries' Hanseatic merchants soon after 1259. They established a steel-yard in Boston, either near the Grammar school (adjacent to its then Mart Yard), or in the vicinity of South Terrace. In support of this latter theory is evidence of high status buildings on the site of the former General Hospital.

Archaeological evidence from along High Street has also suggested the existence of suburban areas south of the town during the medieval period. High Street is first recorded in 1276, when land here was granted to Spalding priory. Further south, archaeological features where Hammond Beck flows into the Witham are thought to signify areas of minor wharfage, as Hammond Beck was used to transport goods from the fen and into town.

To the west of the town lie industrial remains from this period. Within the town fields is a tile kiln, while within the confines of the Barditch is evidence of a pottery kiln. West of the river and in the Lincoln Lane area, some of the first secular stone buildings may be evident, where between 1267-73, the Lincoln merchants that occupied this area were sent squared stones from the king's quarries at Lincoln.

It is from this point and between AD 1400 – 1545 that development in Boston slowed as trade in the town declined. From this period may be discerned various secular buildings, mainly comprised of brick and timber-framed houses, although larger halls also remain (Hussey Tower, Shodfriars).

7. Area Analysis

The bulk of the town's pre-1914 development is now contained within its Conservation Area. In order to aid detailed appraisal and understanding, the Conservation Area is divided into eleven areas.

7.1 AREA 1 MAUD FOSTER

7.1.1 Character of Spaces

The Maud Foster Drain was cut in the 1560s, but the urban development alongside the drain dates from the early 1800s, with the Catholic Church, windmill and some late Georgian terraces evident on the John Wood Plan of 1829. There was further development as infill and towards Hospital Bridge in the later nineteenth century.

The buildings face each other across the drain, rather in the form of a Dutch canal town, producing a quite different character from property along the Haven. There are fairly narrow roads running alongside the drain on each side with most buildings close to this frontage. The drain side is largely straight and has a well-defined hard edge of a brick wall topped by oak post and rail barriers.

The entrance to Willoughby Road has been well defined by the housing development to this road. Two sites at the entrance to Horncastle Road, the former Asda Site and the car park are undefined due to the lack of frontage, leaving a open entrance to an otherwise well defined street.

7.1.2 Character of Buildings

This area is dominated by the Grade I tower of the Maud Foster Mill complete with turning sails and fantail.

Buildings are mostly two storey with some balanced eighteenth century terraces. On Willoughby Road a fine stop end to a two-storey terrace is provided by No 3 at the town side of the group. Other houses are grouped in twos or threes with small front garden areas. They still retain their chimney-stacks and steep pitched roofs, but many have been altered which spoils the rhythm of their fenestration.

A very different group can be found at the end of this area, beside the Hospital Bridge, a set of single storey almshouses with regular steeply pitched gabled porches, adding a different scale and profile to the townscape.

On Horncastle Road the most significant buildings are the public houses, which have nicely detailed frontages and signage.

7.1.3 Materials

Red brick is in the majority, although a significant number of buildings are rendered. Roofs are slate, pantile or concrete tile and chimneys are a significant feature. Windows are generally vertically proportioned with fenestration and detailing of simple character.

7.1.4 Green Spaces

Although not in the Conservation Area there are good glimpses of the open paddock area behind the Maud Foster Mill from Willoughby Road.

7.1.5 Uses

This is an area of mixed use with a few shops at each end of Horncastle Road, pubs, residences for the elderly, builders yard and granary, mixed in with normal residential use.

7.1.6 Activities

The mill is a tourist attraction and is also used for grinding flour commercially. The sight of the sails turning when sufficient wind allows (most days) is a significant local activity.

Anglers use the drain but generally further up on the bank, beyond Hospital Bridge.

7.1.7 Landmarks and Vistas

The view of the Mill from the beginning of Horncastle Road is one of the most exciting in the town. There are good views up and down the Drain from both the bridges. From Hospital Bridge there is the impression of open country further up to the north.

7.1.8 Historic Assets

Scheduled Ancient Monuments within the Conservation Area include the 1811 Hospital Lane footbridge, which, navigating the Maud Foster Drain, constitutes the area's extreme northern boundary.

There are 5 Grade II Listed Buildings on Horncastle Road. On Willoughby Road there are 5 Grade II Listed Buildings and a Grade I Building, the Maud Foster Windmill and Granary.



7.1.9 Needs/Opportunities

When the Conservation Area boundaries are reviewed, consideration will be given to the incorporation of the paddock within it.

Reinstatement of the eroded fenestration to housing would be desirable, as would the erection of Heritage Information Boards and the improvement of lighting and paving in this area.

Infilling of gap to the north of the former Asda site to help define the street line.

7.2 AREA 2 CENTRAL PARK

7.2.1 Character of Spaces

The large open space of Central Park originally served as a private deer park attached to the late eighteenth century Tunnard House, No 20 Wide Bargate. The park was disposed of in 1894 and estate plans prepared the following year. The central portion was purchased by the Corporation and developed as Central Park and the building plots around the edge were bought separately or in pairs by local developers. Construction started in Thorold Street in 1902 and most of this was complete by 1904. Tawney Street was laid out during 1904 and most of the houses completed by 1915. Norfolk Street marked the northern boundary of the original Park, and this was developed for housing at the same time. The houses were built for the local shopkeepers and trades people of the town.

The houses face around the three sides of the park forming a self contained area, marred only by the traffic along Tawney Street and Norfolk Street, which form secondary routes through the town centre.

An Article Four Direction was served on this area in 1986 and guidance booklets were produced.

7.2.2 Character of Buildings

These Edwardian houses were built as single villas, matching pairs of houses and occasionally as short terraces. Although built by a number of small builders there is a consistency of scale, style and use of materials, which make the overall effect very harmonious. The houses are of two storeys and of an attractive suburban scale. They are set largely in line with small front garden areas, and with narrow spaces between the plots, giving a regular rhythm to the streets. The use of ground floor bay windows further emphasises this rhythm. Iron railings, brick walls or hedges bound the gardens. The designs of the two dwellings recently erected on Thorold Street have attempted to maintain the form and character of the area.

7.2.3 Materials

Smooth red brick with fine joints; terracotta and stone details and slate roofs are used throughout. The lavish detail applied to bay windows and entrance arches adds considerable interest to this area. Many of the houses have decorative name plaques and stained glass panels to doors and fanlights

7.2.4 Green Spaces

The large open space of the Municipal Park makes this a very pleasant area. The trees surrounding the park are mature and overhang the plain iron railings, which surround the park. Within the park area are attractive pavilions and shelters from the 1930s with plain tiled roofs.

7.2.5 Uses

The area is mostly in residential use, some flats, and a few properties have been converted into offices. Non-residential use is generally discouraged, as is the removal of front garden areas for hard standing for car parking.

7.2.6 Activities

Pedestrians and children use the park area and it is a focus of activity in the town when various shows and events are held.

7.2.7 Landmarks and Vistas

All the properties have views. Thorold Street and Tawney Street look across the park to each other, and Norfolk Street to the backs of Wide Bargate. Only tall landmark buildings can be seen above the rooftops - the Stump, Maud Foster Mill, and the towers of Centenary Methodist Chapel.

7.2.8 Loss/Intrusion

The transition from tree lined park and suburban villas to the more commercial part of the town is rather abrupt.

7.2.9 Needs/Opportunities

Properties in this area are generally well maintained, but where historically appropriate their appearance could be enhanced by the reinstatement of lost details such as railings and walls. An improvement of the tarmac and an upgrading of the public lighting facilities would also provide greater public amenity benefits.

7.3 AREA 3 PEN STREET

7.3.1 Character of Spaces

A regular grid of streets was laid out in the early nineteenth century between Main Ridge and Wide Bargate. The name Pen Street came from its associations with the Sheep Market, which was traditionally located at the Wide Bargate end of the street.

The form of the area has been cut into and changed by the insertion of John Adams Way, which has removed Cheyney Street and cut off Grove Street. St. Botolph's Street, once a narrow street parallel to Grove Street, has been widened and buildings demolished at its junction with Pen Street. The visibility splays and broad pavements have seriously affected the townscape character. The road is a busy through route and there is also considerable on street parking.

7.3.2 Character of Buildings

The buildings are largely of the early nineteenth century period, built in pairs or small terraces, and mostly define the street frontage. The scale of the houses is quite varied and includes some large ones as well as the smaller and poorer terraces. The facades have a strong rhythm, which is broken here and there by insensitive later alterations. The group at the southern end of the street has been especially unsympathetically altered.

7.3.3 Materials

Building materials are red brick, a few properties having been rendered. Pantile and slate is used for roofs, however quite a few have been re-roofed in concrete tiles. Timber sash windows predominate; some are recessed, with stucco or red brick wedge arches. In the past there have been many attractive panelled doors and door-cases but a substantial number of these have now been removed or altered. Chimney stacks are an important feature of this area.

7.3.4 Uses

The northern end of Pen Street is largely in retail use. A listed building at No 6, which was residential, has been converted to retail use and shop-fronts inserted. Some attractive new traditional shop-fronts have also been constructed on the east side of the street. The rest of the area is mixed use of occasional shop, office, flats and houses.

The area to the west of the New Inn is being developed for a large retail development with associated parking. Pescod Square Car Park access comes off Pen Street and required the demolition of two houses on the west side adjacent to the Inn.

7.3.5 Landmarks and Vistas

A remnant of the fairly formal pieces of early nineteenth century townscape is the use of key three storey pairs as visual stops in Pen Street to close the ends of Grove Street and St. Botolph's Street. The view out of these streets towards John Adams Way needs improvement.

7.3.6 Loss/Intrusion

The New Inn public house, a 1930s half timbered Mock Tudor building is set back with a small open forecourt and sits rather uncomfortably amongst the red brick terracing.

The Botolph Street Car Park spoils the line of the road and does not create a visual stop to the street edge.



7.3.7 Needs/Opportunities

The upgrading of the residential area and the encouragement of retention of early architectural details is needed, as is the closing off of vistas towards the end of streets now truncated by later development.

The encouragement of retail use of properties at the north end of the area and the promotion of good quality shop-fronts should continue.

7.4 AREA 4 PUMP SQUARE AND THE LANES

7.4.1 Character of Spaces

This area lies to the east of the Market Place and is characterised by a series of narrow lanes leading away from the Market Place. Originally to give access to the rear of the pairs of long burgage plots, which were bounded by the Bar Ditch, most of the lanes now lead to Pump Square. This square was in being by 1741 when it was shown on Hall's Plan of Boston, standing on the edge of town.

The lanes are pedestrian only. The most prominent lane is Dolphin Lane, which has two-storey development along both sides and is a shopping street. The other lanes are generally to the sides of buildings, still mostly two storeys and with attractive glimpses of the Market Place at their western end. All the lanes are narrow and curve slightly so the views out of them unfold.

Pump Square is basically an eighteenth century square with buildings of two and three storey height around it. The sense of enclosure is lost because of a vacant site along its western edge. The re-development of this site with a three-storey terrace with shops on the ground floor and flats on the upper floors was started but later abandoned. From a narrow exit Pump Square leads into Main Ridge, once a busy street out of the town centre, now cut in half by the Inner Relief Road. It starts off in a positive fashion with strong build up either side of the road, but this diminishes towards the east.

Pescod Hall, a fifteenth timber century frame building (re-built 1974) outside the Conservation Area and to the north of Pump Square has been moved to form the centre piece of the retail development here.

This is generally an area of hard edges and hard landscaping, where the character of the medieval topography of the town reads through the townscape forms.

7.4.2 Character of Buildings

Although the spaces are from an earlier period, the general pattern of buildings found here now dates from the eighteenth and nineteenth centuries. Dolphin Lane has one early seventeenth century two-storey building, but the majority are three storey and late eighteenth or nineteenth century. Pump Square has some fine eighteenth century three storey terraces some of which have later porches in terracotta. On Main Ridge, at the Pump Square end, are late eighteenth century townhouses some with fine door-cases. The nineteenth century terraces on Main Ridge are two storeys with dominant bay windows.

Although there are some short terraces where detailing is consistent, this

area is again quite varied with individual buildings linked together, but with different eaves heights, giving variety and interest.

Two unusual buildings feature in this area and contribute to Boston's skyline. On Main Ridge is the unusual Egyptian style Masonic Hall dating from 1846, and at the back of Shodfriars Hall is the Flemish style building by Sir George Gilbert Scott's office, with its interesting gables and chimney stacks.

7.4.3 Materials

These consist of the red brick and painted brick used in the lanes and yellow stock brick used in Main Ridge and National Terrace. The roofs are of slate and pantile with plain eaves. Shop fronts are of varied quality with some plate glass and acrylic fascias, others are of a suitable small scale with traditional details and hanging signs. Paving materials are York stone and paviers in the lanes.

7.4.4 Uses

Retail uses predominate in Dolphin Lane, with commercial office use in Main Ridge, much of which is largely located in former houses. In the lanes and Pump Square are some old warehouses. The smaller ones in the lanes are eighteenth century bonded warehouses, one of which is being converted to residential use. There is also an opportunity here for conversion of others to small speciality retail units.

7.4.5 Landmarks and Vistas

The edge of the area is dominated by John Adams Way, which gives rise to unsatisfactory views of the area. Better enclosure, and the siting of new buildings to relate to this street pattern are needed. From Main Ridge the side of 4 Pump Square provides a visual stop. The grant-aided improvement of the shop-front has enhanced this crucial end view. From Pump Square a view of the corner of No 2 Main Ridge is prominent with a focus on the fine door-case. From all the lanes are glimpses into the Market Place.

7.4.6 Needs/Opportunities

The completion of development to the west of Pump Square should be encouraged.



General enhancement of Pump Square should be considered and include revision of treatments and the possibility of its pedestrianisation.

7.5 AREA 5 THE MARKET PLACE

7.5.1 Character of Spaces

The broad irregularly shaped Market Place was laid out in the early medieval period. In the eighteenth century freestanding buildings were cleared away and the Exchange buildings were constructed. The other prominent building set beside the town bridge, the Assembly Rooms, was built in the early nineteenth century. In the same period the three storey curved terrace on the west side of the Market Place was also constructed.

The space is well defined by the buildings, which follow the line of the Market Place in broad sweeping curves. The area opens out at the north end to expose the magnificent chancel of St. Botolph's church, and the Stump rises above all roof lines to tower over the centre of the town. Two distinct sub spaces exist within the Market Place, that of Fish Hill which acts as a foreground to the Assembly Rooms and the old churchyard area around the Ingram Memorial.

The frontages of the plots are narrow, and the buildings generally three to four storeys; on the east and north sides, heights and roof forms are varied, on the west side the terraces are more consistent. The east side is punctuated by narrow pedestrian lanes, giving a good contrast in hierarchy of spaces between the large and dominant focal Market Place and the access routes to it.

To the back of the Market Place, running alongside the river, is Church Street, a narrow street with smaller scale shops fronting onto both sides, their backs turned to the river. It is a quiet street, more pedestrian orientated.

Bank Street, which leads northwards off the Market Place, is also narrow, but with only the sides and backs of buildings it is rather dark, and lacks cohesion. Pavements are narrow and it is used as a short cut by traffic,

making it unattractive to linger.

7.5.2 Character of Buildings

The frontages of the buildings are largely Georgian in character, although on the east side these mask earlier structures behind the later facades. There are also some vigorous Victorian buildings, generally taller and more ornately detailed, adding interest to the skyline and giving a richer texture to the space. Buildings generally have shops to the ground floor, with vertically proportioned openings above. There are some bays at first floor level. Cornice lines are strong, with dormer windows, raised parapets, and chimney stacks all adding to the varied profiles of the building groups.

The few modern buildings are by contrast bland and uninteresting. They lack both texture and lively detailing. Similarly modern shop fronts with deep fascias and large plate glass windows have removed interest at ground floor level; traditional shop fronts are however beginning to replace these.

Church Lane and Church Street have simpler buildings, two or three storeys high with eaves lines parallel to the street. A modern building on the corner has introduced new shop units and strengthened the view from the pedestrian bridge.

7.5.3 Materials

There is red brick, painted brick and render; slate, pantile and plain tile; arches to windows, sometimes in contrasting stucco or stone; and some stone buildings near to the Stump. There are concrete herringbone paviers in the Market Place and traditional setts in Fish Hill and Church Lane. There is a mixture of Utilitarian and Victorian style lamps in the area, however the original late nineteenth century lamps in the churchyard have been used as a model for some of the some new replacements. The old stone paving in the churchyard has now been re-laid and improved using York stone setts.

7.5.4 Green Spaces

The churchyard area is grassed and hedged in part, with some mature trees. It acts as a quiet haven in contrast to the busy Market Place. A row of late Georgian buildings face onto this space, forming Church Close. The area extends into the Market Place by the Ingram's Memorial. This part has now been redesigned with new paving and landscaping, and the former decorative railings have been reinstated to partly enclose the space again.

7.5.5 Uses

The commercial heart of the town, the buildings are generally in retail use, with some banks and building societies interspersed between them. Office demand is slight and upper floors are used for storage or are vacant. Church Close retains a residential character.

7.5.6 Activities

On Wednesdays and Saturdays the area comes alive when it is filled with market stalls and the hustle and bustle of the market. On other days it is used for car parking. Once a through route for traffic it is now more of a cul-de-sac, although there is movement of traffic through at the south end. The two bridges are both busy with pedestrians who also use the lanes off the east side of the Place.

7.5.7 Landmarks and Vistas

St. Botolph's church, Assembly Rooms and Exchange Buildings are all important landmarks within this area. Both the latter two buildings frame the view from Town Bridge into the Market Place. Off the bridge, looking north, can be seen the backs of the buildings on Church Lane, with the Stump well set against the river. From the south view the Custom House quay and South Street feature prominently. Down Church Street the Assembly Rooms building is framed in one view, and the church in the other. Within the Market Place are interesting glimpses down all the lanes, the entrance to Dolphin Lane being emphasised by a cast iron archway.



7.5.8 Loss/Intrusion

A vacant site by the pedestrian bridge in Church Street gives an unwelcome open area where enclosure is needed. In Bank Street an open yard area is used for parking and the street lacks identity. The main

roundabout in the Market Place is unsatisfactory and dominated by a tall modern lamp-stand.

7.5.9 Needs/Opportunities

A sensitive improvement of street treatments, furniture, lighting and the central roundabout is needed, as is a review of the form and function of the Market Place. Although pedestrianisation of the Market Place would strongly support this area's enhancement and improvement, this would need to be balanced with the needs of the car-user.

Further encouragement of good shop-front and signage is also required.

7.6 AREA 6 THE BARGATES

7.6.1 Character of Spaces

Strait Bargate is a busy thoroughfare, which leads from the Market Place to Wide Bargate. Once a through route it has now been fully pedestrianised. Buildings are largely three storeys and have varied heights and give a hard edge to the street.

A tall four storey Victorian building marks the entrance to the Market Place and from Wide Bargate a modern complex with projecting clock tower performs a similar function. The street curves towards the junction with New Street, where a new tall decorative lamp-stand acts as a focal point.

A refurbishment scheme carried out in the 1990s has given back the street form to the pedestrianised space, with pavements to each side and a central carriageway against which seats and lights have been placed.

The two buildings on the corners of New Street with Strait Bargate, are angled so that they relate to both streets, and the ground floor shops have their entrances on the corners. Looking into New Street the space broadens out towards the end of Bank Street, and the island building at the end of New Street performs an important function in maintaining the street enclosure.

From the confines of Strait Bargate with its hard urban character, the sudden opening into Wide Bargate is an exciting contrast. The stately trees on the green area provide a welcome softening and lead the eye to the elegant stone war memorial. Wide Bargate was the cattle market of the town, and the car parking areas beyond the Memorial Gardens are known as the Green and Cattle Market respectively.

The broad wedge shaped space of Wide Bargate is well defined by the buildings, which are of varied heights and generally have their eaves parallel to the street. The scale reduces slightly as Bargate End is

reached. On the John Adams Way, which forms the wide end of the space, the buildings are sited more widely apart. The large space allows the frontages to be seen from afar off, making the treatment of upper floors and roofs critical.

7.6.2 Character of Buildings

In Strait Bargate buildings are largely nineteenth century in origin. A number have been replaced in modern times. Most are undistinguished but the corner building on New Street/Strait Bargate, No 14 Strait Bargate, is a distinctive building from the 1930s and the units at 26 - 30 Strait Bargate have made a positive contribution.

The buildings have a strong vertical rhythm, but read also as individual buildings linked together rather than as terraces. Some modern buildings have a disruptive horizontal emphasis, and the long fascia of the major departmental store, and open glazing behind also breaks the rhythm of the smaller individual units. Some shop-fronts are still set back from the days when heavy traffic made this a necessity. There are no traditional shop-fronts left.

On Wide Bargate there are some fine mid to late eighteenth century buildings - once the homes of Boston's foremost lawyers. These buildings have long been converted to other uses. Above a number of shop-fronts the characteristic window openings of the Georgian period can be seen. Towards Bargate End a number of eighteenth century buildings retain their residential character, with sash windows and door-cases at ground floor level. Amongst these earlier buildings are later Victorian ones, most fairly plain, but some with lively gable details giving skyline interest. Of modern buildings two display character in contrasting ways - the Post Office with a Queen Anne character and splendid corner turret, and the glazed and lightly framed four storey 1930s building near the Tawney Street corner.

The Pescod Square development has allowed for the restoration of 11 Wide Bargate, which won a Civic Design Award in 2004. Other notable buildings include 13 Wide Bargate, a modern building across from number 11, a Listed Building.

7.6.3 Materials

Used are red brick, painted brick and render; slate and pantile; arches to windows, some wedge shaped, others segmental; timber windows; shop-fronts in timber and aluminium; and some garish acrylic fascias. There are some buildings with dormers in Wide Bargate. Strait Bargate has York stone pavements and simulated setts. The landscaping of Wide Bargate was refurbished in 1995. The good cast iron post and rail fencing around

the green has been extended to take in the car parking areas.

7.6.4 Green Spaces

The Memorial Garden has a simple formal layout and flower borders; a pleasant haven in summer time. The metal archway, erected in the 1990s, which frames the entrance to the gardens, was designed by an artist metalworker and specially commissioned as a piece of a public art. The trees are important and for Boston they are an unusual element in the otherwise hard and urban town centre. The traffic island at Bargate End also has some fine trees, which contribute as a group to the view into town.

7.6.5 Uses

Strait Bargate is the retail centre of the town with many national chains represented. Wide Bargate has more local shops and some offices and banks. At Bargate End is a public house, a hotel and a large residence for the elderly.

7.6.6 Activities

The Wednesday market occupies the Green car park in the centre of Wide Bargate and here auctions of all types of goods take place. Both car parks are taken over entirely in May week by the fair and the whole space takes on a quite different character. Strait Bargate can at times be the focus of street musicians and entertainers.

7.6.7 Landmarks and Vistas

Along the southeast side of both the Bargates are a number of lanes, which offer glimpse views. Pescod Hall is only gradually revealed as Pescod Square is approached from Mitre Lane, but the other narrow views from Wide Bargate are disappointing. Into Silver Street the townscape has been re-instated to a large extent, and the open car parks and modern telephone exchange successfully mitigated. A more satisfactory view is to be found down Park Gate, where the park gate-piers and gateway lead to the trees and greenery beyond.



From the top end of Wide Bargate there is a fine view back to the town centre. The entrance to Strait Bargate appears like a gateway and the tower of the Stump rises above the rooftops behind. Looking the other way to the entrance of Horncastle Road, the Maud Foster windmill is framed in the view.

7.6.8 Loss/Intrusion

The effect of John Adams Way is to lose the sense of enclosure at the top end of Wide Bargate. The construction of the Inner Relief Road necessitated the demolition of a number of buildings, which performed that vital function.

The car parks are less of a visual intrusion now that railings and plantings have been improved.

7.6.9 Needs/Opportunities

Improved design of shop-fronts needs to continue to be encouraged and the continued enhancement of streets and improvement of signage is to be undertaken.

7.7 AREA 7 SOUTH SQUARE

7.7.1 Character of Spaces

From the Market Place South Street curves into South Square. This area is the old quayside of the medieval town, with a range of warehouses, merchant's houses, former guildhalls and the old customhouse. Although it has moved further downstream, the flavour of the port is still present.

The river forms an attenuated 'S' bend along here, and the buildings follow this line only straightening out towards the southern end.

On the riverside is Custom House Quay, part used for car parking, but against the river an area where views up and down the river are available and seats are provided for lunchtime picnickers. Facing the quay is a fine group of individual properties with broad frontages, some with gables to the street. Between the buildings are narrow lanes in a similar form to the Market Place but slightly wider and used for traffic.

Beside the river is a group of three large warehouses. The converted warehouse, the Sam Newsom Centre forms a stop to the end of Custom House Quay, and narrows the street down significantly to form an almost tunnel like entrance into South Square. The warehouses are large buildings of three and four storey heights, and seem almost to hang over the river edge. Two have been successfully converted to residential use.

The former South Square was once an interesting mixture of warehouses and distinguished eighteenth century buildings. It has been marred by the loss of many buildings, the construction of a number of unsuitable modern ones, and the intrusion of John Adams Way. However, the opportunity exists to recreate an interesting space, using new and existing structures.

Leading off South Street is Spain Lane, a narrow lane which has a well defined hard edge to both sides with eaves line generally parallel to the street. Opening off the lane is Spain Court, which is a delightful Georgian courtyard free from traffic and enclosed in form. Opposite to this is a site recently developed as housing designed in a strong terraced form. This has completed the view out of the Court and reinforces its enclosed courtyard character.

7.7.2 Character of Buildings

This has already begun where a new doctor's surgery has been built between the Haven and 4 South Square. The former Bed Centre, now has been redeveloped as a Museum/Exhibition Centre, which is now called the Haven.

This area has some of the most distinguished and interesting buildings in the town. At the top end of South Street is one of the few visibly timber framed buildings in Boston, Shodfriars Hall. At the other end is the former St. Mary's Guildhall, now the town's museum which has recently been awarded a substantial Heritage Lottery Fund Grant. Both these buildings are likely to have been founded as guildhalls. They are on long plots with strong steeply pitched gables to the street. Both retain their medieval character with the first floor window of the museum having stone tracery of the Perpendicular period. Two other gabled buildings in this stretch add lively interest to the skyline especially when viewed from across the river, one having a stepped gable in the Dutch style.

Where corners jut forward, at Custom House Lane and Spain Lane the treatment on the key buildings gives added emphasis with corner entrances or bay windows.

There are a number of large fine eighteenth century houses in South Square, distinguished in form with balanced facades, of which the most notable is the former merchants dwelling, Fydell House, a Grade I listed building. Of two and three storeys they are prominent in views of the town from the Haven Bridge. Greyfriars Surgery has been built on the site of the former Haven Cinema.

The warehouses have a massive character, with small windows, regularly spaced between wide brick piers. With a variety of roofline treatments, half hipped and steeply gabled, they both reinforce Boston's maritime history

and form a strong visual group. The repair of the former Johnson's warehouse has already had a significant impact on this part of the town and this will be reinforced once the adjacent site has eventually been developed.

In Spain Lane and Spain Court the Georgian terraces have a generous but homely rhythm, the one in Spain Lane is in the form of a palace front with small pediment. Those in the court are simpler and balance each other on the two sides of the space. Between these terraces is all that remains (as a standing structure) of the former Blackfriars monastic buildings, a late medieval stone structure, modernised during the latter part of the last century, it is now a theatre and arts centre.

7.7.3 Materials

Used are red brick, some quite brown in hue, render, timber framing with plaster infill, limestone in large blocks; plain tiles, pantiles and slate to roofs; chimneys and gables are an important feature; there are wooden painted sash and casement windows, and pleasant traditional shop-fronts also in painted timber. York stone, concrete paving, real and simulated setts have been used in this area. Both the Haven and Greyfriars bring modern design and materials to this square adding an extra dimension to an already distinguished and interesting square.

7.7.4 Green Spaces

Generally this is an area of hard landscaping. Fydell House has a small front courtyard partly enclosed by wall and railings. At the rear is a further enclosed formal garden area with some trees, which can be seen from the public rooms in the Guildhall next door. The opportunity exists to create a landscaped area within the development on the site adjacent to the former Johnson's warehouse.

Custom House Quay has been enhanced with new paving, using York stone and setts, timber posts and rails, and new seating. It now provides a pleasant area from which to enjoy riverside views.

7.7.5 Uses

This is a mixed area with retail uses along South Street, residential in Spain Lane, Spain Court and two of the converted warehouse blocks, and some office use interspersed between these groups. However of most interest is the development of this area for cultural activity, and the area forms the core of the proposed 'Cultural Quarter'. The Guildhall Museum, Fydell House's adult education centre, Blackfriars arts centre and theatre, the Sam Newsom Music Centre, Shodfriars Hall's social clubs and the Haven are all located there.

7.7.6 Activities

South Street is well trafficked leading from the Market Place to the Inner Relief Road. An area with more tourist attractions than most, it is also well visited by pedestrians all through the day and into the evenings for concerts, films and lectures. This goes some way to replace the once hustle and bustle that would have been associated with the activities of the port and its associated warehousing.

7.7.7 Landmarks and Vistas

Partly because of its prominence beside the river and the fact that a number of historically important buildings are located here, this area has a significant number of landmarks. Shodfriars Hall, Blackfriars, the Guildhall and Fydell House are key buildings in the town's history. The warehouse group stand so noticeably by the river that they cannot fail to act as local landmarks. Other significant features include the Haven and Greyfriars Surgery.

The wide views from Custom House Quay include the complex backs of the High Street, an informal collection of buildings with a varied skyline. The view upstream curves round towards Town Bridge. This curve is mirrored in South Street, where the eye is led towards the Market Place as the views into this larger space gradually unfold.

Narrow views exist up the lanes to Custom House Quay and High Street beyond. From Spain Court a tiny glimpse through a latticed gate can be gained of Fydell House gardens.

7.7.8 Loss/Intrusion

As with other areas there has been long-term loss of buildings following the construction of John Adams Way and the Haven Bridge.

The land adjacent to the former Johnson warehouse adds to this historic square.

7.7.9 Needs/Opportunities

On the development sites, new buildings of appropriate design and quality are essential to reform the townscape and aid regeneration of the area.

The effect of John Adams Way on the area needs to be reduced by careful planning of new sites and judicious landscaping.

The opportunity exists to create a landscaped area within the development on the site adjacent to the former Johnson's warehouse.

Car park surfacing, signage, paving and lighting have all been improved and have as a result generally enhanced South Street. This enhancement will be further completed once appropriate development of the site between South Square and the Haven has taken place.

7.8 AREA 8 WORMGATE

7.8.1 Character of Spaces

Wormgate is on the north side of the church, running alongside the eastern riverbank. A medieval street, it appears on Hall's 1741 plan of Boston as a narrow gently curving line with the houses on the west side having long gardens down to the river. That form survives today. From the Church Close area it has a narrow entrance with buildings either side providing a strong definition. The view in is inviting and leads the eye in to explore further.

Buildings are two or three storeys, in terraced form, rising from the back of the pavement and eaves lines are generally parallel to the street. Where buildings are set back or jut forward, good use has been made with curved corner entrances as at Numbers 19 and 31. In spite of there being some cleared sites the street has a cohesive feel.

The scale of the buildings diminishes slightly towards Witham Place, and the street bends sharply and widens out at the transition from one street to the other. Number 52 Wormgate occupies a key position in defining this change of direction.

Witham Place is wider and straighter than its neighbour. Late eighteenth century terraces line the street to face the river. The separate front garden areas on the opposite side of the road have been developed this century and now block views of the river. These houses make little contribution in townscape terms. The remains of the old garden walls along the frontages survive in part.

There is no access to the riverside from here, unlike the west side where there is a path along the edge, here it drops down as a shallow grassy bank to the water's edge. The backs of the later twentieth century housing on Witham Place and Wormgate face the river, giving a soft and informal landscape, providing a green backdrop to the riverside views of the Stump.

From Wormgate and Witham Place are views down the lanes and streets which go off at right angles, to housing and back-land sites.

Witham Place opens out at its top end, with a curved corner, to face an attractive Victorian school, with brick corbelling and bell tower, on the

corner of Union Place. At this point on the west side is a higher brick wall and a few trees, masking the development behind

7.8.2 Character of Buildings

At the entrance to Wormgate is the lively seventeenth century Fen Artisan Mannerist Church House with decorative brickwork and Dutch gable. The later hall behind, with its mock half timbering, is also distinctive.

Other buildings in Wormgate are mid to late eighteenth century with characteristic sash windows, steeply pitched roofs and many traditional timber shop-fronts. Frontages are generally narrow and buildings are grouped in small terrace blocks, or individually linked together. A few buildings have archways or gateways through to the gardens behind.

Witham Place is largely late eighteenth century. This long terrace known as the number slabs is three storeys high with parapet concealing roofs, the windows are paired and each house has a fine door and door-case. The terrace that survives is fairly intact, although some decorative fanlights have gone. However the demolition of two properties at the Witham Street corner has left chimneybreasts and internal walls exposed, now all rendered.

7.8.3 Materials

Brown brick is used, especially in Wormgate; with a smoother red brick to Victorian buildings; brick or render is also found. Roofs are largely of pantile. There are good doors, door-cases, and shop-fronts constructed in timber. There are real and simulated setts in Wormgate and York stone paving. Traditional style lamps are fitted to walls.

7.8.4 Green Spaces

This area is tightly knit and urban in character with no green spaces.

7.8.5 Uses

Wormgate is largely retail to the ground floors. These are small businesses and owners do in some cases live over the shop, whilst other properties have tenanted upper floors. Witham Place is largely residential with properties both in flats or occupied by individual families.

7.8.6 Activities

Wormgate has restricted vehicular access and so is very quiet in contrast to the busy Market Place nearby.

7.8.7 Landmarks and Vistas

The area being so close to the church, the Stump looms over Wormgate and Witham Place and features dramatically in all views to the south.

Wormgate itself has a series of unfolding views along the curving street.

7.8.8 Loss/Intrusion

The vacant site No 2 leaves a gap in an otherwise continuous frontage.

Another important corner site, Witham Place to Witham Street is vacant leaving an uncomfortable hole. The modern block on Witham Street adjacent is quite out of sympathy with the area.



Although not intrusive the twentieth century development along Witham Place has represented a lost opportunity for some creative development. It is important that these old front garden walls are retained to maintain the street line.

The large black shed, which intrudes into the view of the entrance into Wormgate from Fountain Lane, is in an unfortunately prominent position.

7.8.9 Needs/Opportunities

The development of vacant sites and the improvement of buildings that have been unsympathetically altered are required.

Small schemes to encourage the restoration of original details, such as the fanlights to Witham Place properties would be beneficial.

7.9 AREA 9 RED LION AND TUNNARD STREET

7.9.1 Character of Spaces

An area between Wormgate, Wide Bargate and Central Park, this was all open fields until the nineteenth century. Gradually a small grid of streets developed behind Wormgate and Witham Place. This was further added to at the turn of the last century when Tunnard Street, of the same vintage as the Central Park area, was laid out.

Norfolk Street at the northern end of this area defined the edge of the parklands, and leads to the Grand Sluice crossing of the river. It is a curved road, bending sharply up to the river crossing. The other streets in this area are characterised by their straightness.

The small streets off Witham Place have a quiet residential character. Terraced and of two and three storey heights, frontages are generally narrow and eaves lines parallel to street.

Red Lion Street is a wider street, with houses of a slightly larger scale. It bends sharply around into the commercial area of town and faces towards the Centenary Methodist Chapel.

Tunnard Street is long and straight with a rather monotonous regularity to the pairs of houses. At the Norfolk Street end is a large car park on the site of a former school. The railings, which still surround the site, help to give it some definition.

7.9.2 Character of Buildings

The early nineteenth century buildings are of a simple form and character often just one sash window opening to each floor and a doorway. Many of the houses have been altered with replacement windows, enlarged openings and new roof coverings. Only a few original panelled doors survive.

Tunnard Street has paired houses with decorative bay windows and small gardens to the fronts. Some have been altered and lost their bay windows.

7.9.3 Materials

The earlier buildings are in a soft brown red brick, with pantile roofs, many of which have been replaced in concrete interlocking roof tiles. The Victorian buildings are in a smooth red brick and generally have slate roofs. There are some traditional shop-fronts in Red Lion Street and the pavings are in tarmac.

7.9.4 Green Spaces

The churchyard around the Centenary Methodist Chapel provides a welcome tree lined space within this otherwise hard area. It is well defined with low wall and decorative gates and archway, now restored with new railings.

7.9.5 Uses

This area is predominately residential, apart from the commercial part of

Red Lion Street, which has shops on the ground floor and residential above.

7.9.6 Activities

Norfolk Street is a busy through route but all the other streets are quiet.

7.9.7 Landmarks and Vistas

The two significant buildings in this area are the Sessions House and Centenary Methodist Church. Both are detached buildings in stone, standing within their own enclosed areas defined by walls and railings. Largely an inward looking area, views are less significant here but there are pleasant views towards the Methodist Church down Red Lion Street in both directions.



7.9.8 Loss/Intrusion

A number of small in-fill sites interrupt the frontage in most of the streets; some are used for random parking; others have been identified for development.

7.9.9 Needs/Opportunities

The encouragement of suitable development on in-fill sites is required to enable the street line and character to be maintained. The appropriate development of land between Colley Street and Fountain Lane would be of substantial townscape benefit.

Development of the Car Park on Red Lion street would enhance an important corner.

Where possible owners should continue to be assisted to retain traditional features by the use of historic building grants.

Generally the area needs improvement of pavings and wire-scape, and the tidying up of car parking areas.

7.10 AREA 10A HAVEN BANK AND AREA 10B WITHAM BANK

7.10.1 Character of Spaces

This long area traces the course of the river from Town Bridge to the edge of the Conservation Area. The tidal river downstream from the Grand Sluice is called the Haven; upstream it is the River Witham.

Development began in Boston either side of the Haven, and focused around the Town Bridge area. New development now sits on the site of Lincoln Lane, an area laid out in the Middle Ages. From here it is possible to walk up the west bank of the Haven, or cross the river by a modern footbridge, which connects, to Church Lane.

At Irby Place a brick wall masks the riverbank and there is vehicular access to here and the beginning of Haven Bank. The road turns down off the bank into Irby Street and a tree-lined footway begins to run alongside the gently sloping grassed riverbank. More modern houses at the beginning of this walk are built down below the bank and so do not feature strongly. Hedging or fences define the edge of the path. Nineteenth century houses and terraces further along Haven Bank are built up, some with raised basements so that they face the river and have views across it. The buildings are quite closely grouped, mostly with their eaves parallel to the street, this together with the row of mature trees, gives a strong line to this edge of the river. This is in contrast to the softer informal backs and garden areas of Wormgate on the northeast bank.

Below the sluice the tidal river stretch can look visually unappealing when the tide is out and the broad mud banks are exposed. Beyond the sluice the water level is more constant. Here pleasure boats are moored marina style and the effect is very attractive.

The tree-lined footpath continues up the Witham Bank. Here again some buildings are built up to bank height, others sit below it. Houses are more spaciouly set in larger garden areas, giving a softer effect than on Haven Bank.

On the east side of the Witham is a quayside area beside the Grand Sluice and beneath the railway bridge. Open chain fencing for the boat club allows the river to be seen through it, but it does have a rather temporary and unsightly appearance. Smaller houses, more closely grouped make up the Witham Bank East, apart from two large earlier late eighteenth century houses, with trees in front gardens.

Beyond this development the impression is of open countryside; with trees screening a nearby caravan park.

7.10.2 Character of Buildings

Irby house is a mid eighteenth century building and next to this, on the corner of Tower Street, is a Victorian house of character, with a rich wall texture in small brown stone with red brick dressings and lozenge patterns. Buildings along Haven Bank are largely mid nineteenth century, small terraces, or pairs of two storey houses, with bay windows, plain sashes, and overhanging eaves. Low walls with railings define the small front garden areas.

On Witham Bank houses are larger and more individual in character. Some are clearly Victorian, in red brick, others have a late Regency form with balanced fronts, glazing bar sashes and bracketed overhanging eaves. Garden areas are hedged and some have spearhead railings.

Apart from the listed eighteenth century pair of large houses on the west side houses are smaller and generally rather altered.

7.10.3 Materials

Haven Bank is largely of stock gault clay brick with red brick dressings and slate roofs. Stone steps lead to basements. Witham Bank has both red brick and stucco with slate roofs. The pathways are tarmac.

7.10.4 Green Spaces

The whole of this area from the start of the footway can be described as a green space by virtue of the trees, grassy banks and garden areas.

7.10.5 Uses

The majority of this area is residential. Commercial activity is restricted to Lincoln Lane site (outside the Conservation Area) and areas of stores and warehousing by the Grand Sluice.

7.10.6 Activities

The pedestrian bridge over the river is a very busy route. The tree lined walks are popular especially in the summer. Activity with boats beyond the Grand Sluice is much in evidence in summer months. A national cycle route extends north along the east bank of the Witham toward Lincoln.

7.10.7 Landmarks and Vistas

The various bridges across the river are important landmarks. The Grand

Sluice and Railway Bridge, both listed structures meet at divergent angles across the river giving an interesting spatial relationship between the two structures. There are broad views from the footbridge up and down the river and the tower of the Stump rises majestically from the riverbank.



From Tower Street and Irby Street are further dramatic framed views of the Stump tower and it also features in long views down the Haven Bank. At the top end of this area are open views of the countryside.



7.10.8 Loss/Intrusion

This is an area remarkably free from significant losses or intrusive developments. Witham Bank East suffers from some unsympathetic alterations and Witham Town, on the edge of the area, could benefit from careful in filling.

7.10.9 Needs/Opportunities

Banks need to be cut regularly and an alternative to wire netting along Witham Bank East should be investigated.

7.11 AREA 11 HIGH STREET NORTH

7.11.1 Character of Spaces

In the heart of the old town this narrow medieval street winds along beside the Haven on its west bank. A long street leading to the Skirbeck Quarter, the modern John Adams Way has dissected it.

At the top end the buildings turn their backs to the river and face inwards. The space opens out towards the Town Bridge with a small forecourt in

front of the White Hart and Midland Bank, and views across to buildings on the east bank. The frontages on the west side are punctuated by narrow pedestrian lanes, which lead back to West Street. The widest, Emery Lane, is a busy shopping area, lined with two storey buildings and retail frontages. The lower Hatter Lane by contrast is to the backs of buildings and is largely single storey rear premises and stores.

High Street is a well-defined street, with buildings of two and three storeys height, with varied eaves lines and frontage widths. When Bridge Street was cut through in the early nineteenth century two similar strong corner buildings were built to mark the street entrance. Although the original building on the south side has been demolished, its replacement has continued the street line and corner treatment. A similar strengthening of corners can be found at the West Street junction.

Bridge Street has a strong three-storey form on its northwest side. The opposite side is less consistent being partly opened up for parking beneath a modern office building.

West Street has buildings of varied heights and widths on its south side, and this line of building forms visual stops to the views out from Emery Lane and Hatter Lane. Emery Lane has had decorative ironwork arches positioned at each end which frame both its entrances.

At the southern end of this area, there is a pinch-point and eye catching landmark in the shape of the tall and narrow former warehouse at number 50. This marks the beginning of Doughty Quay and from here the street opens up. There is a fine group of eighteenth century buildings on the west side facing the river, on the opposite corner a glazed car showroom with deep fascia destroys the scale and form of the street.

Haven Bridge itself is open, windy and exposed. As with the Inner Relief Road generally its effect is of a scar across the historic town.

7.11.2 Character of Buildings

Although largely Georgian, this area has a distinctive mixture of styles and periods. Earliest on the list are two late medieval timber framed buildings at Numbers 25 and 35 High Street. No 35 has a later frontage pinned up to the frame behind; No 25 has been rather unsympathetically handled when modernised. Other buildings contain remnants of earlier timber framed structures.

The eighteenth century buildings have deeply moulded lead lined cornice gutters, giving a firm line to the head of the facades. A number of buildings have canted bay windows at first floor level, adding modelling to the walls, which enclose the street. Some Victorian buildings, especially near Town

Bridge have elaborate gables and chimney stacks.

The backs of High Street on the riverside are especially exposed and visible from many positions along South Street and South Square. Extensions of all shapes and sizes, periods and styles give this rear view a unique and complex texture. Many of these back areas are untidy and overgrown but could be improved and utilised without detracting from the informal character.

Bridge Street and High Street both have a range of shop-fronts, some traditional and of a suitable scale, others intrusively modernised with deep fascias.

7.11.3 Materials

Brown and red brick; some painted; render; timber framing; pantile and slate roofs are used in this area as is timber for windows and shop fronts. There is Charnwood paving and York stone to lanes and Town Bridge.

7.11.4 Green Spaces

This is a hard urban area.

7.11.5 Uses

This is an area of mixed office and retail use. The area around Bridge Street/High Street also has a small concentration of restaurants and clubs. Although some properties have flats above the shops, many upper floors are vacant.

7.11.6 Activities

The pedestrian route of Emery Lane is usually well used; Hatters Lane by contrast is very quiet. Doughty Quay is used solely as a car park.

7.11.7 Landmarks and Vistas

Within High Street itself curved forms lead the eye down the street. The Assembly Rooms is framed in the view at the end of the street.

From Doughty Quay are views up the river to Custom House Quay, South Street, and across to the large warehouse group.

The tall warehouse, number 50, is in a Regency style and acts as a key land mark building to the entrance into this part of High Street.

A long view down West Street, although outside the Conservation Area, it has as its focal point a nineteenth century terracotta building, distinguished by an elaborate Dutch gable.

There are narrow views up and down the lanes, and from Ferryboat Steps to the Exchange buildings on the other side of the river.



7.11.8 Loss/Intrusions

A breakdown in townscape occurs where there is a car park to the new West End cinema. Old photographs show this site was occupied by a building with a distinctive stepped gable.

A loss to the townscape occurred some years ago by the removal of a corner building at the Town Bridge entrance to High street. This has left a rendered blank gable in a prominent position. However the large single storey glazed entrance structure to this end building on high Street, has improved the entrance into the street.

7.11.9 Needs/Opportunities

Sensitive schemes are to be sought for the development sites. Doughty Quay car park needs to be improved visually.

The continued improvement of shop-fronts and altered facades needs to be encouraged.

7.12 AREA 12A HIGH STREET SOUTH AND AREA 12B LONDON ROAD

7.12.1 Character of Spaces

Now somewhat divorced from the rest of this historic town by the Haven Bridge and Inner Relief Road, the old southern route continues beyond this modern intrusion.

High Street and the Haven part company as the river meanders away in a broad sweep to return alongside London Road. Old maps show that shipyards and gardens/orchards to the houses on High Street occupied the area between the street and the river. The area is now occupied by a grid of turn of the century terraced housing. Those along the river face towards it; the others face each other across narrow straight streets.

The terraces are quite long and all are two storeys, with narrow passageways between blocks to reach rear yards. At the front are small gardens originally defined by railings, but now with brick or block walls, hedges or just left as open plan.

The sites to the north are occupied by warehouses and sheds formerly connected with the fishing industry.

High Street itself is narrow with tall buildings to either side of the street. Ridgelines are generally parallel to the street, but there are also some prominent gables. The street curves and there are important pinch points at both ends.

London Road by contrast is much wider and at its southern end open to the river edge. This is concealed behind a low brick wall which defines a bank top area used local fishing boatmen.

Between High Street and London Road are two open sites with a garage to one side and builders merchants yard on the other. This discontinuity in the street line, especially on the west side is unfortunate. The small groups of terraces along London Road are punctuated by open sites used as car parks or yards, most of which are poorly defined by open fencing.

7.12.2 Character of Buildings

There is an early group of buildings of late medieval origin at Numbers 89 - 93 High Street, although with later frontages. A most interesting tall three storey terrace is to be found at the southern end of High Street, probably dating from circa 1700. With full height blank arcading around all sides of the building the terrace has a rather severe air and is known locally as "the Barracks".

Other buildings are eighteenth or nineteenth century, of varied heights and widths. In High Street are two distinguished eighteenth century houses built for local banking families. The large gardens, which went with these grand residences, have been developed and their original settings consequently largely removed.

Other large eighteenth century houses can be found on London Road at Numbers 10 and 12, and a small terrace with a larger and taller end property at Numbers 2 - 4. The Georgian architecture is plain and unembellished save for door-cases, fanlights and keystones.

Unlisted buildings tend to have been poorly altered. This is especially the case in the area behind High Street where the simple late Victorian terraces have been altered so that their character has been eroded. The end group on London Road, facing the fishermen's quay is also unsympathetically treated.

7.12.3 Green Spaces

Two former churchyards form the only green spaces in this area. A tiny green area is adjacent to 107 High Street on the site of a former chapel of ease. The present Boston Baptist Chapel has a semi-enclosed forecourt, which is a paved area.

7.12.4 Uses

This is an area, which is increasingly residential in use as the retail trade finds this lower end of High Street difficult to sustain business. Some of the larger properties have been converted to flats or residential houses.

Factory use is limited to buildings along the riverside.

7.12.5 Activity

The river has fishing boats moored on both banks, left high and dry on the mud at high tide. Activity associated with fishermen, mending boats, setting off and landing, is noticeable in London Road along the riverbanks and at the boatyard.

7.12.6 Landmarks and Vistas

The warehouses beside the river and the “Barracks” block are distinctive local buildings, well prominent and good landmarks.

Views and vistas abound in this area up and down the river, across from one bank to the other. With long views such as these, skylines and profiles are very important. Down Pulvertoft Lane is a neatly framed view of the ruined mediaeval structure of Hussey Tower.



7.12.7 Loss/Intrusion

The vacant sites identified leave large visible gaps in important street frontages that need to be filled.

The entrance into High Street from the John Adams Way is weak. A new block of flats set back from the road further adds to loss of definition.



The open sites of builder's yards and garage forecourt on High Street and London Road all contribute to a general leakage of spatial character.

The spaces left between terraced blocks, and the rears of properties facing onto the river in the Oxford Street area all lend to a breakdown in the tight urban character of the area, and allow for unsightly grouping of sheds and vehicles to develop.

The unsympathetic alteration of buildings with consequent erosion of historic character diminishes the quality of the Conservation Area.

7.12.8 Needs/Opportunities

Open sites, which are not to be developed, need stronger definition along the pavement edge.

Sensitive schemes are required for all development sites; a strong building at the entrance to the High Street is especially important.

General improvement of altered frontages needs to be encouraged.

New uses need to be found for empty or under-used premises.
The proposed new bridge and dock link road will provide opportunities to improve townscape in London Road and High Street.

7.13 AREA 13 SOUTH END

7.13.1 Character of Spaces

On the eastern side of the bank is South End, a long street that follows the form of the curving river. This strong line is presently weakened by the large open site of the former timber yards, which is awaiting development. A further vacant site of the former hospital has now been developed for housing; consisting of three storey blocks to the frontage and two storeys to the rear.

In this part of the area buildings and spaces generally relate to the river, giving both spaciousness and vistas to the street.

7.13.2 Character of Buildings

On South End there are further large eighteenth century buildings overlooking the river. At the end of this road is South Terrace, an early nineteenth century curved block of two and a half storeys, with regular fenestration and simple door-cases.

7.13.3 Green Spaces

Mature trees and railings surround the larger one, the former churchyard of St John. It straddles between the busy Skirbeck and St John Roads, and is used as a small park.

7.13.4 Uses

There is a mixture of uses in this area including a School, Post Office Sorting Office, Public Houses and Residential Homes and flats.

7.12.5 Activity

The Boys' Grammar school is on South End and so there is a lot of pedestrian movement at certain times of the day.

South End leads to the docks and heavy traffic is noticeable along here and on St Johns Road.

7.12.6 Landmarks and Vistas

A tall house beside John Adams Way (No 6 South Square) has a large and tall bay window at first floor level, which makes this a most noticeable building, other important structures such as Hussy Tower, Boston Grammar School, and more recently the Post Office Sorting Office.

Views and vistas abound in this area up and down the river, across from one bank to the other. With long views such as these, skylines and profiles are very important.



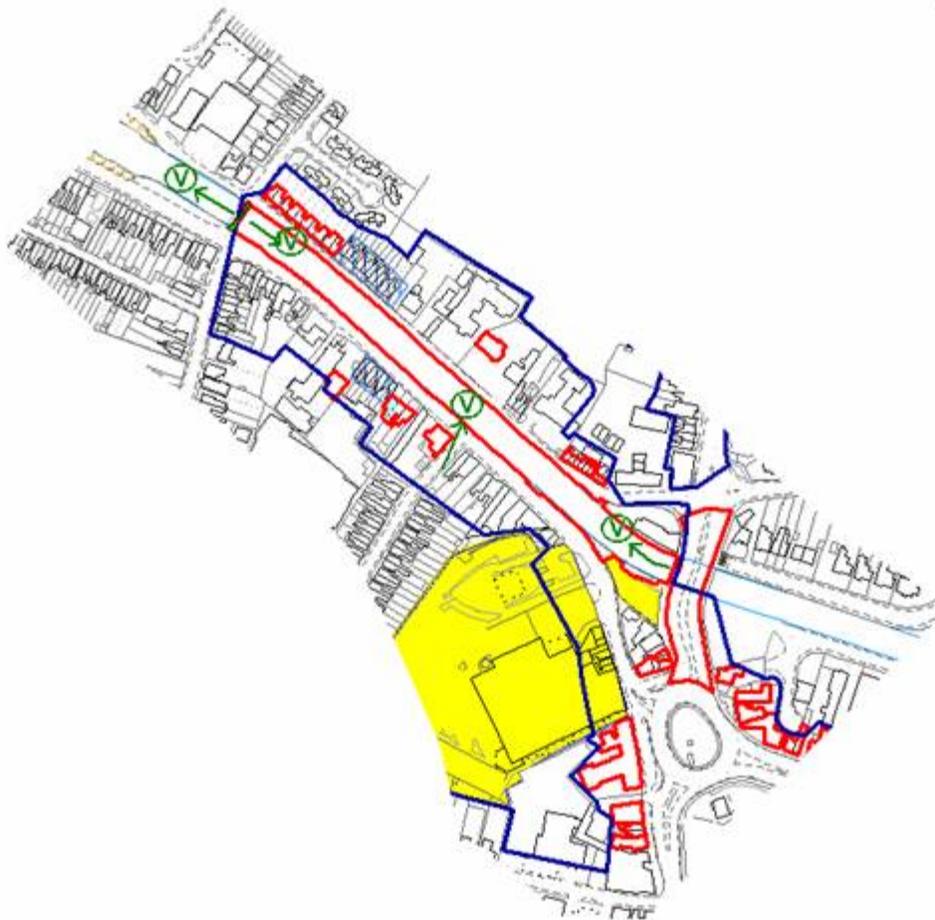
8. Community Involvement

- 8.1 This Draft Conservation Area Appraisal will be available for public consultation for 7 weeks from the 19th December 2005. A week has been

added to the normal 6-week period in recognition of the closure of Boston Borough Council offices for a week over the Christmas period.

- 8.2 This Appraisal will be available to download on the Boston Borough Website and available on request from the Council Offices (West Street, Boston)
- 8.3 All written comments will be taken into account when redrafting this Appraisal. The finalised Appraisal is intended be publish in April 2006.

Area 1 Maud Foster



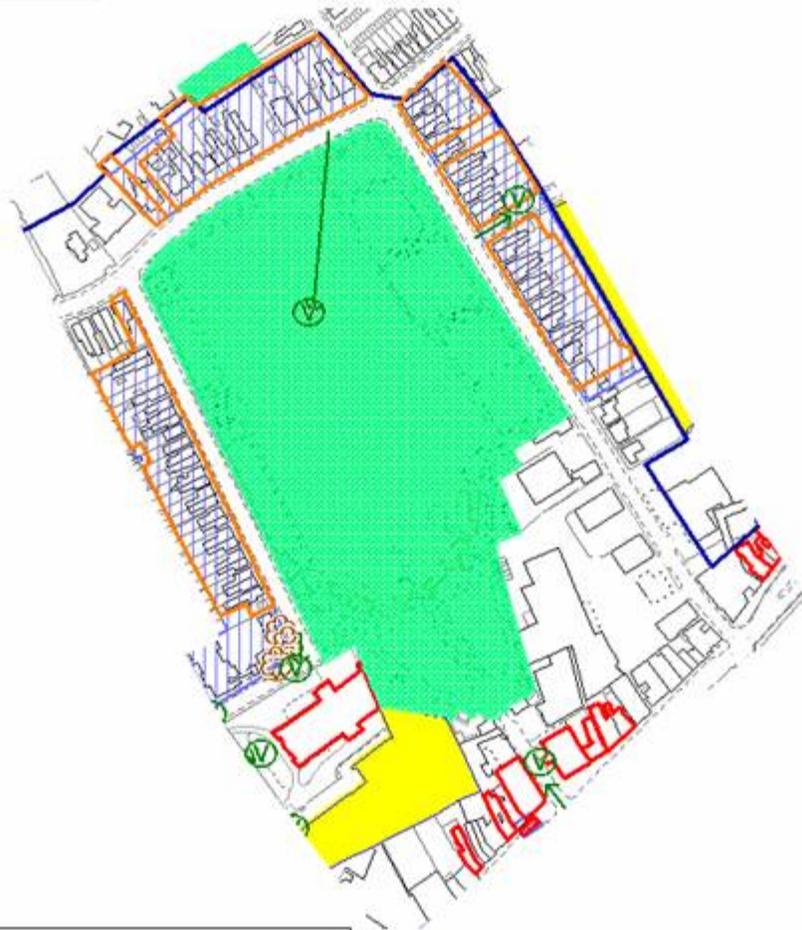
-  Conservation Area Boundary
-  Listed Building
-  Negative Area
-  Sensitive Area
-  Views/Vistas

Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

Area 2 Central Park

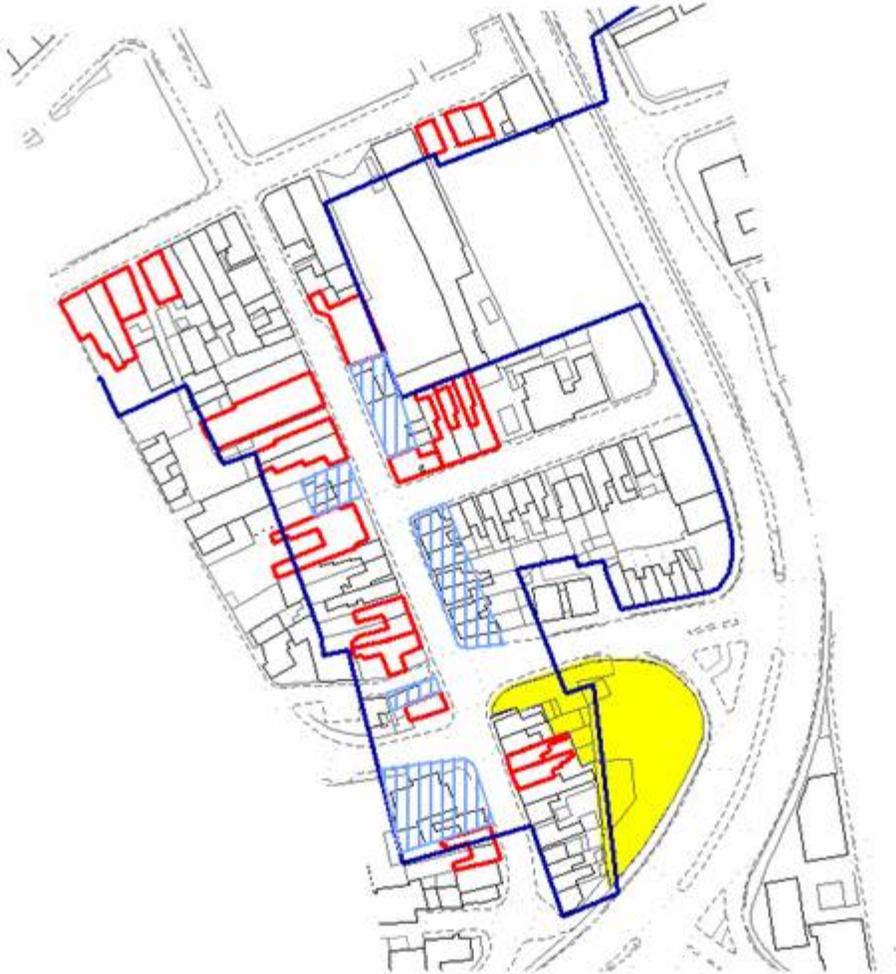


-  Conservation Area Boundary
 -  Listed Building
 -  Recreation Area
 -  Negative Area
 -  Sensitive Area
 -  Article 4 Direction
 -  Tree Preservation Order
 -  Views/Vistas
- Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

Area 3 Pen Street



-  Conservation Area Boundary
 -  Listed Building
 -  Negative Area
 -  Sensitive Area
- Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

Area 4 Pump Square and Lanes



-  Conservation Area Boundary
-  Listed Building
-  Negative Area
-  Sensitive Area
-  Building at Risk
-  Tree Preservation Order

Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Boston Borough Council OS Licence No 100024661
Year 2005.

Area 5 Market Place

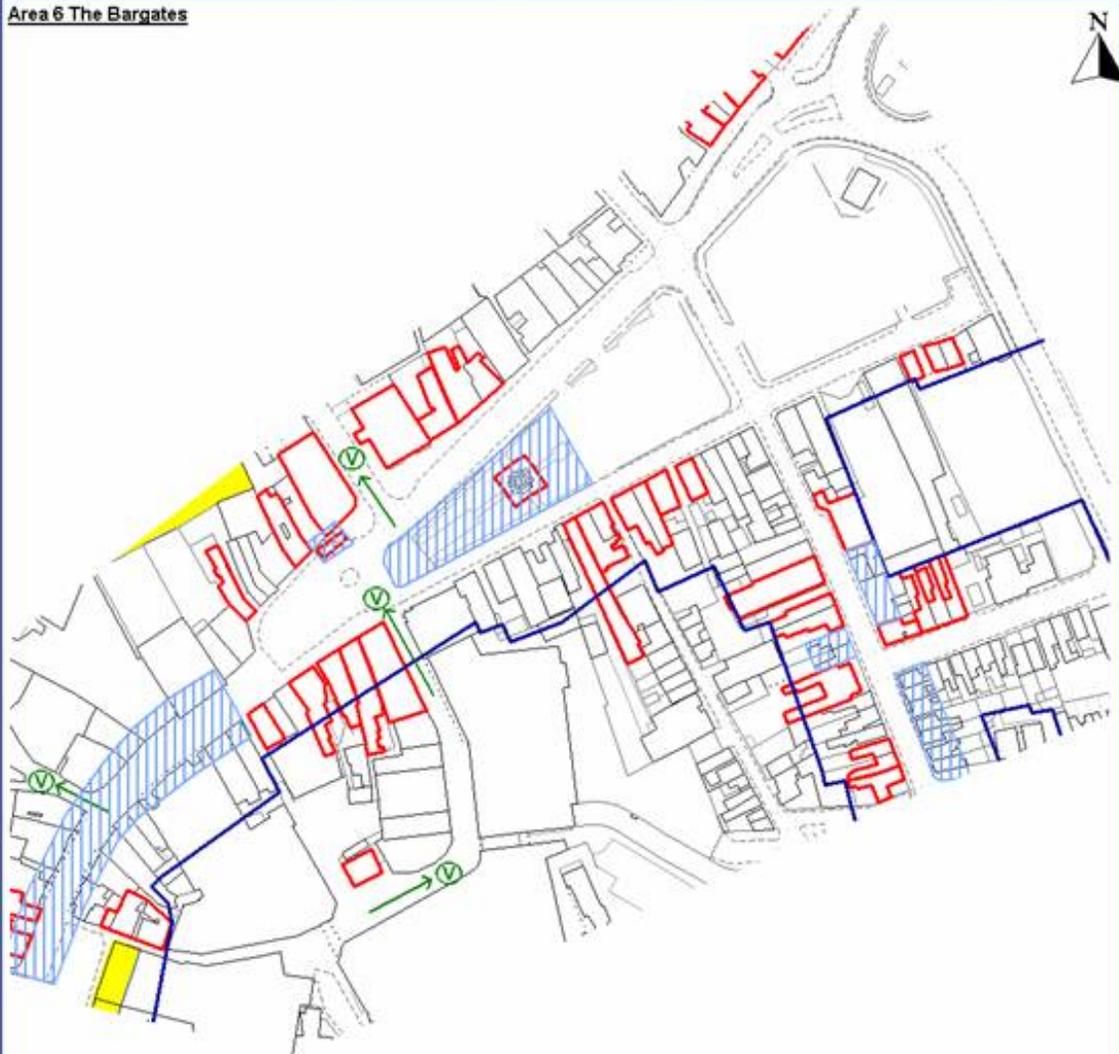


-  Conservation Area Boundary
 -  Listed Building
 -  Negative Area
 -  Sensitive Area
 -  Building at Risk
 -  Tree Preservation Order
 -  Views/Vistas
- Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2006.

Area 6 The Bargates



	Conservation Area Boundary
	Listed Building
	Negative Area
	Sensitive Area
	Views/Vistas

Scale 1:1500



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council. OS Licence No 100024661 Year 2005.

Area 7 South Square



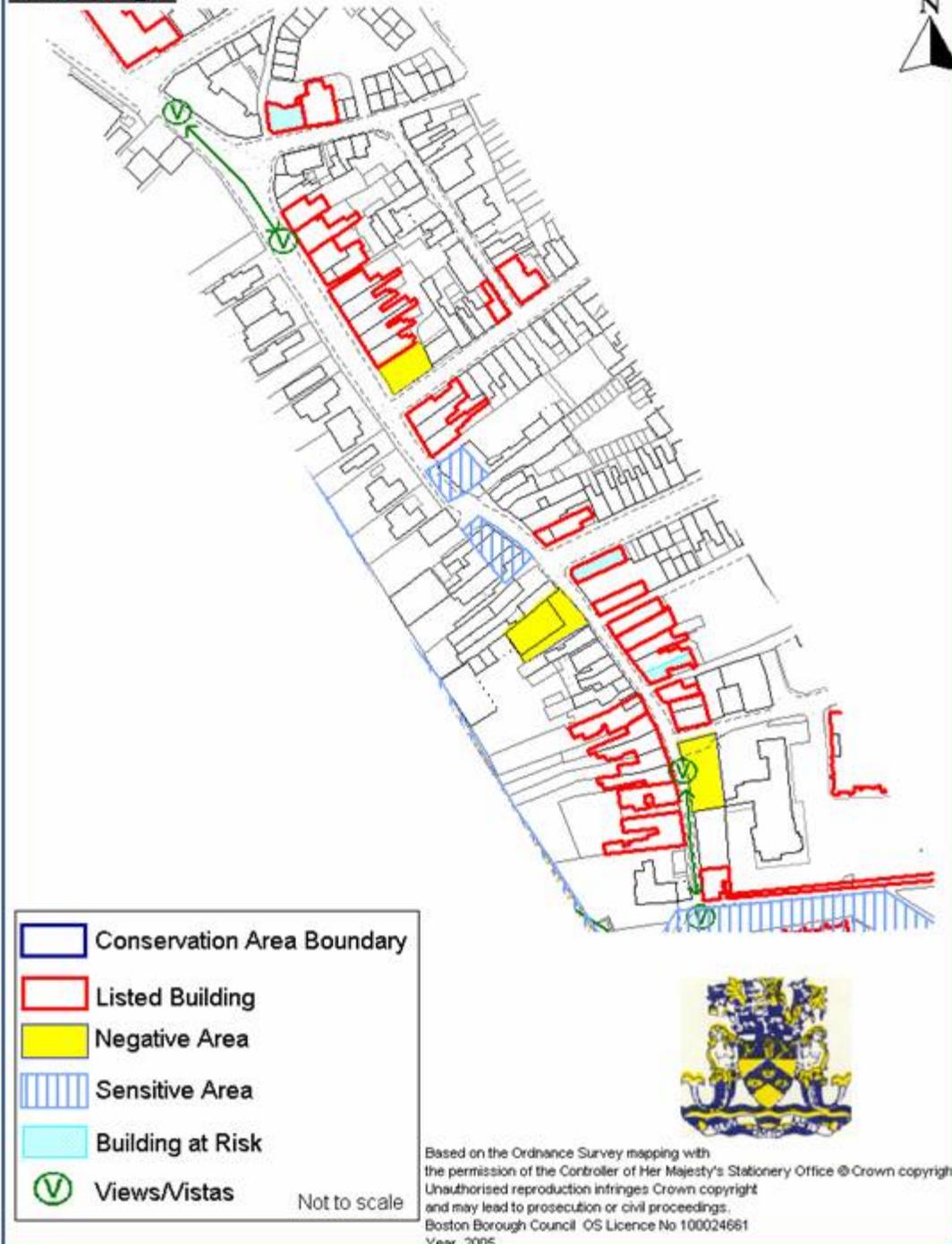
-  Conservation Area Boundary
-  Listed Building
-  Negative Area
-  Sensitive Area
-  Building at Risk
-  Views/Vistas

Not to scale

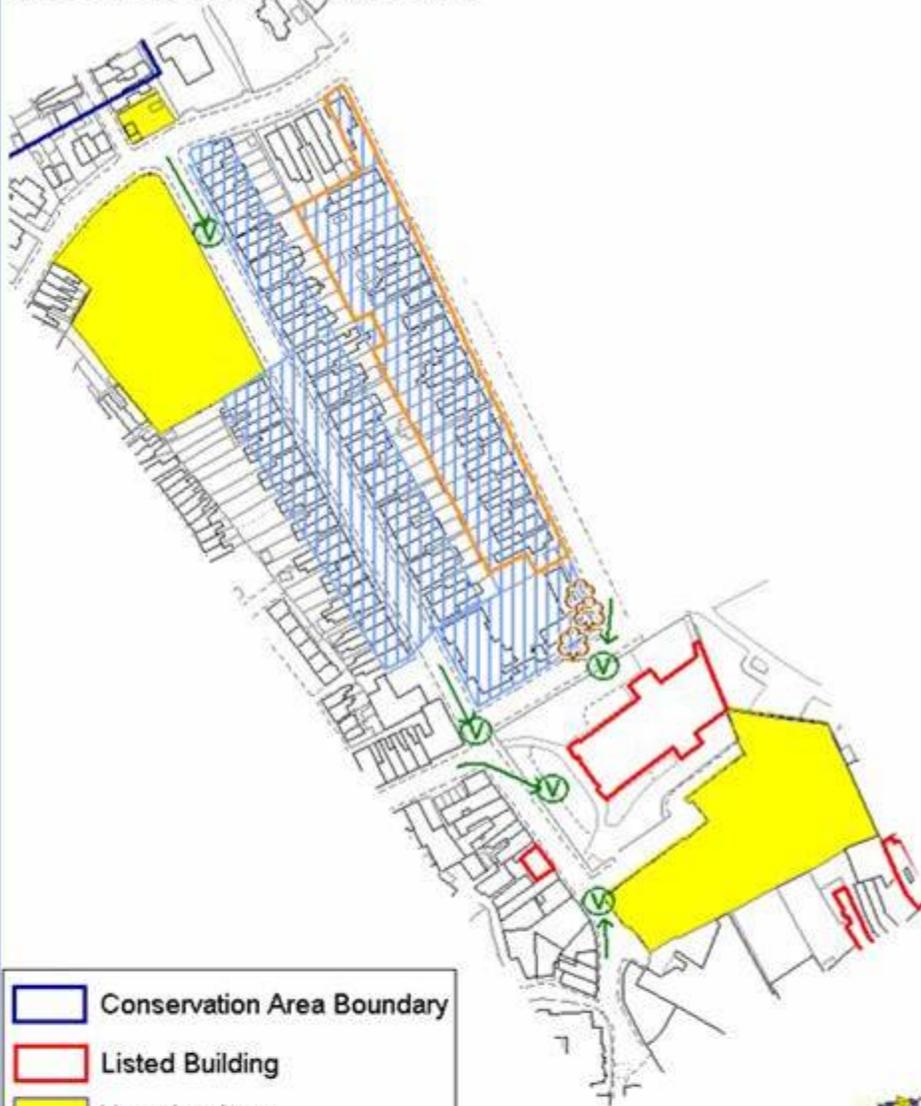


Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Boston Borough Council OS Licence No 100024661
Year 2005

Area 8 Wormgate



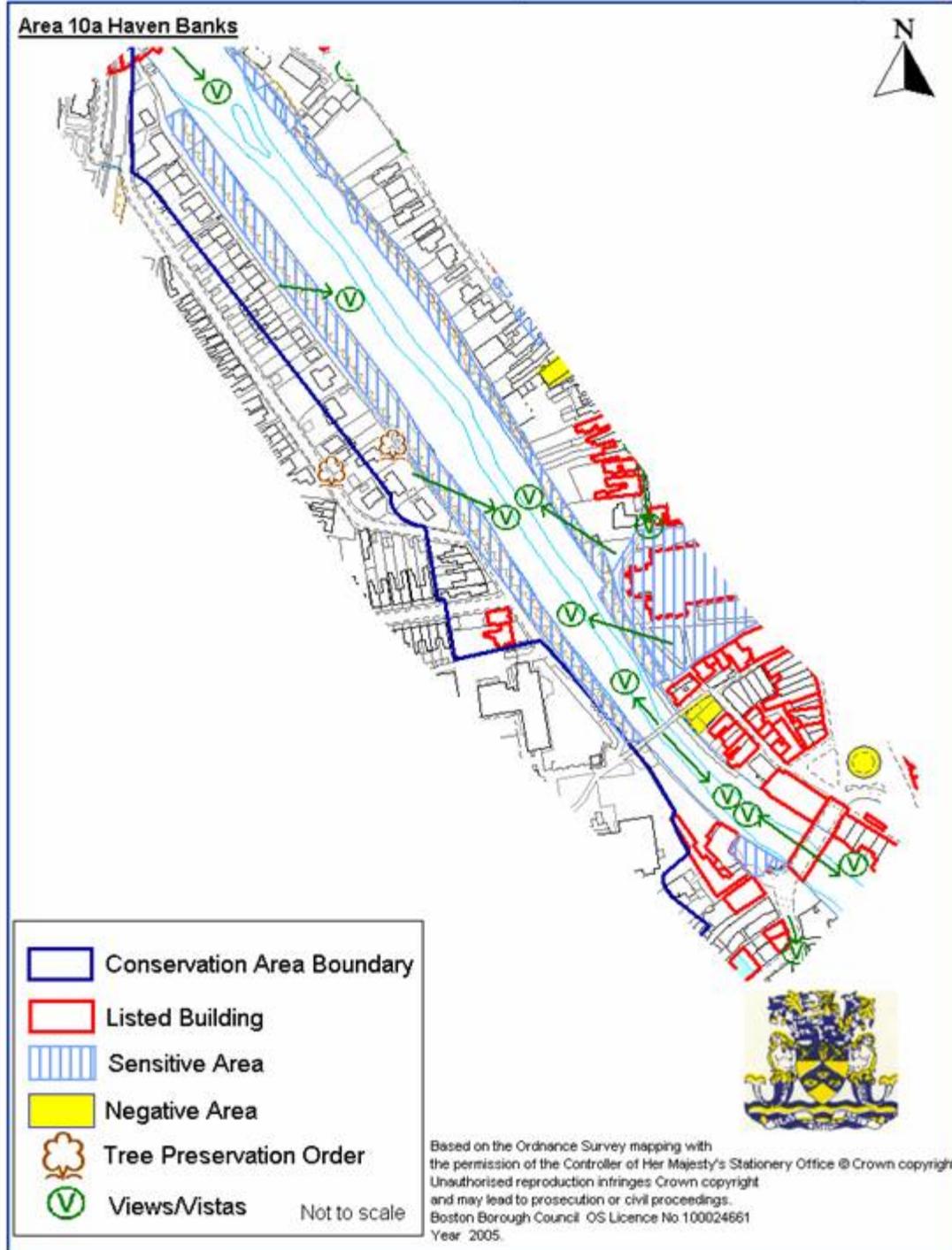
Area 9 Red Lion Street and Tunnard Street

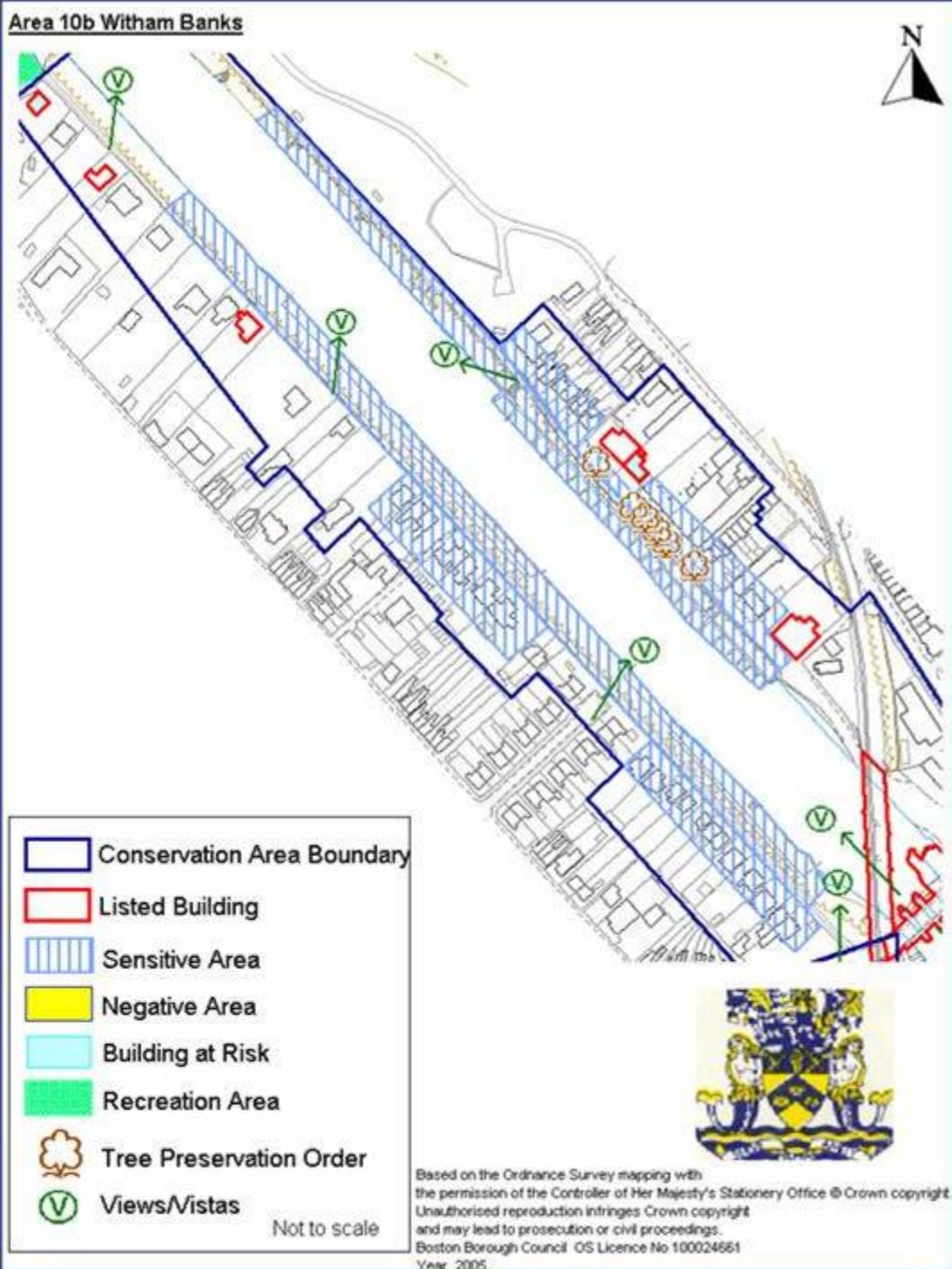


-  Conservation Area Boundary
 -  Listed Building
 -  Negative Area
 -  Sensitive Area
 -  Article 4 Direction
 -  Tree Preservation Order
 -  Views/Vistas
- Not to scale

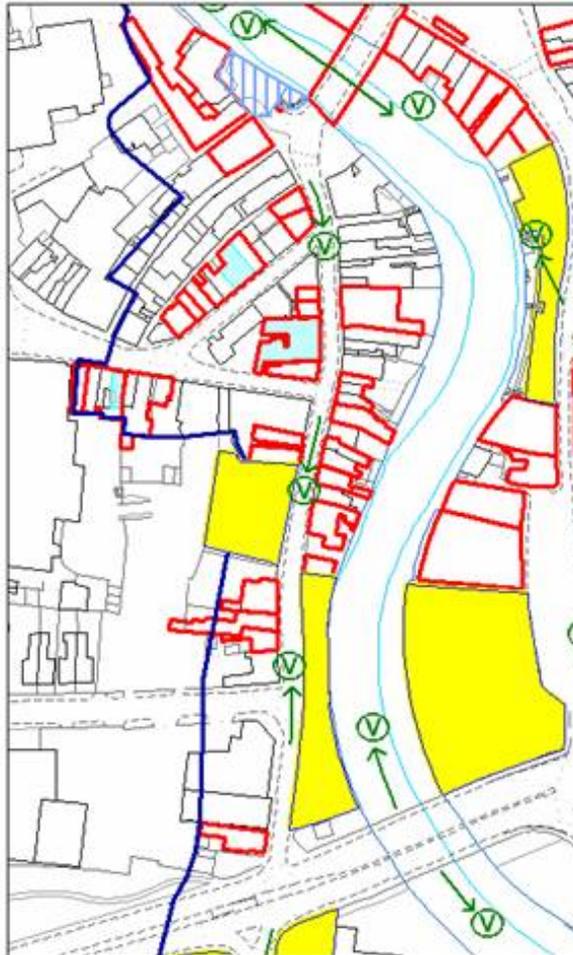


Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.





Area 11 High Street North

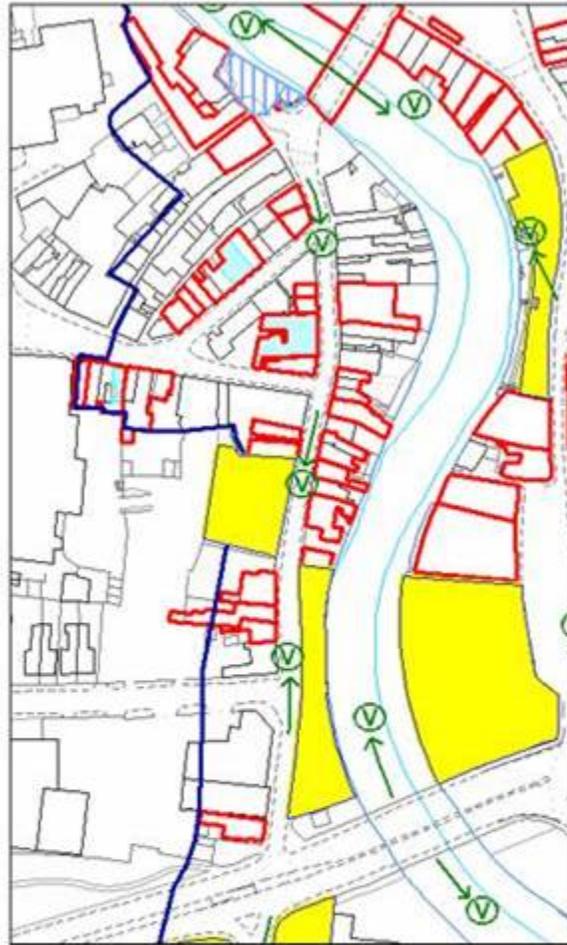


-  Conservation Area Boundary
 -  Listed Building
 -  Sensitive Area
 -  Negative Area
 -  Building at Risk
 -  Views/Vistas
- Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

Area 11 High Street North

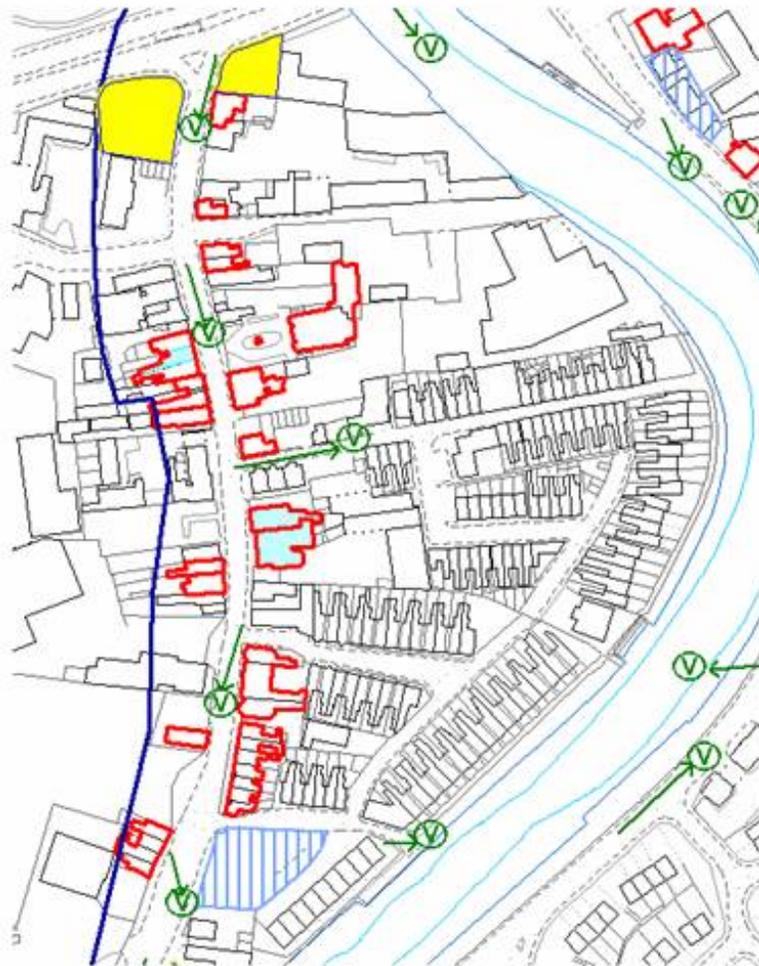


-  Conservation Area Boundary
 -  Listed Building
 -  Sensitive Area
 -  Negative Area
 -  Building at Risk
 -  Views/Vistas
- Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

Area 12a High Street South



	Conservation Area Boundary
	Listed Building
	Sensitive Area
	Negative Area
	Building at Risk
	Views/Vistas

Not to scale



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Boston Borough Council OS Licence No 100024661 Year 2005.

