

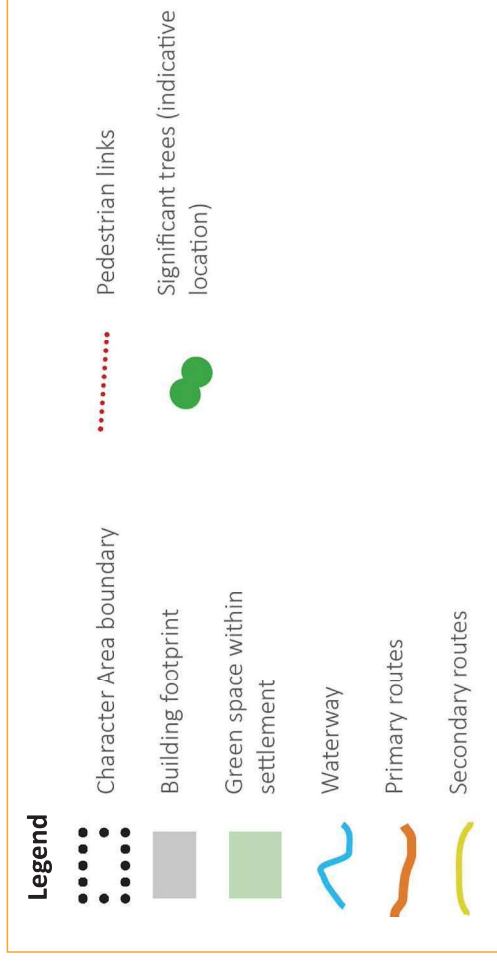


5. Character Areas

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- 5.1 For the purpose of a more detailed assessment of the individual areas which comprise the parish, this study divides Saxilby with Ingleby into a 9 distinct character areas, each of which are defined by a collection of similar features and characteristics.
- 5.2 The demarcation of character areas are denoted on the map at Figure 5.1. The following pages provide an overview of the qualities and locally distinctive contextual features of each area. A written overview of the key characteristics of each area is provided, and for each area an accompanying townscape analysis map is provided (key provided to the right). Annotated photographs are also included to help communicate the distinct character of each area.
- 5.3 Whilst the principal characteristics for all areas have been summarised, it has not been possible to illustrate each individual feature and consequently the absence of a specific feature or building from this document does not necessarily mean that it is unimportant to the character of the local area.
- 5.4 The following are among the criteria used to assess each character area:

- Building typologies
- Architectural style/era
- Historic structures/listed buildings
- Building line/boundary treatment
- Building form
- Materials
- Heights
- Roof types
- Landscaping
- Road design layout
- Plot sizes/layout
- Land-use
- Views in + out
- Pedestrian environment



5. Character Areas

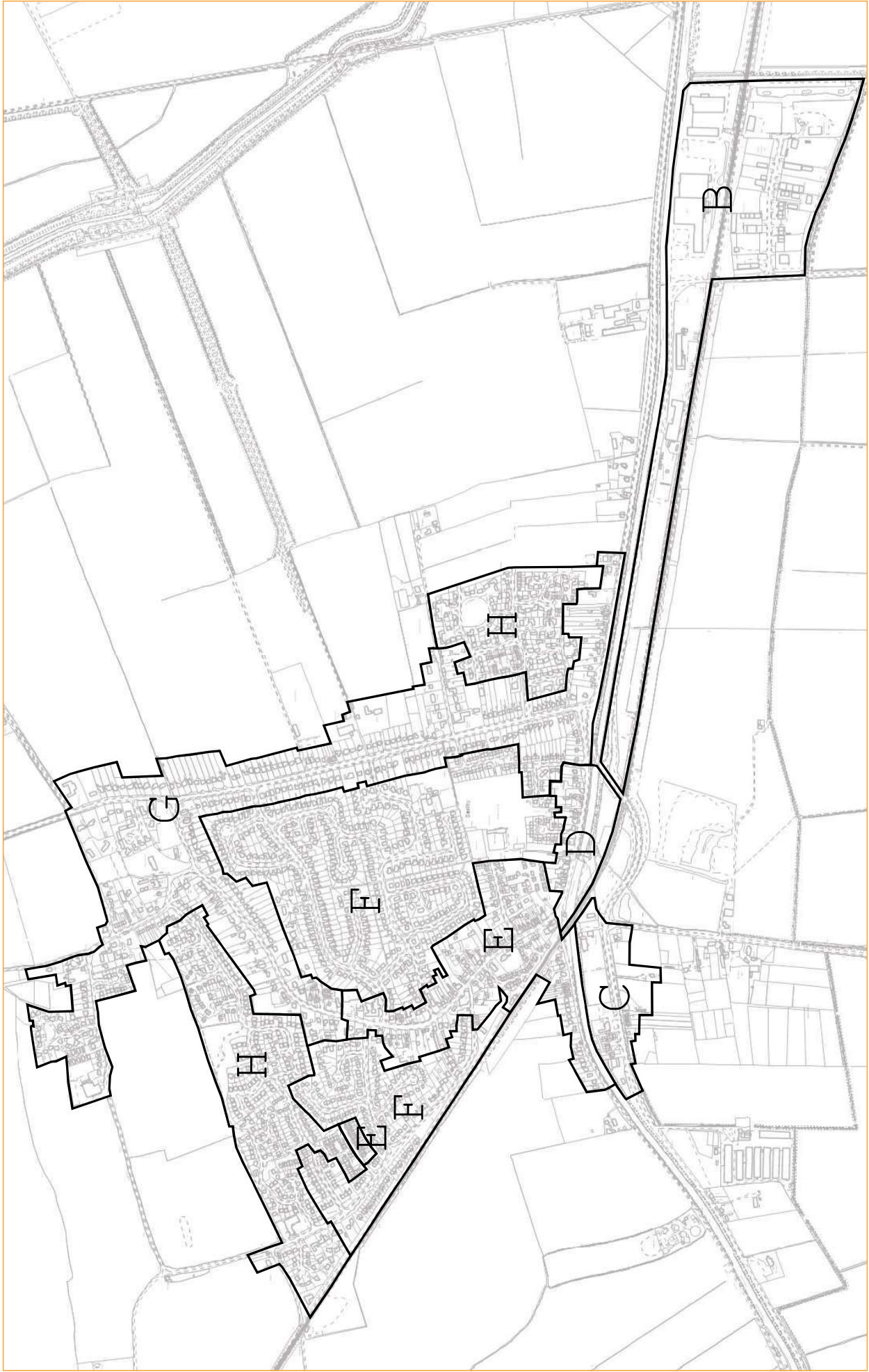


Figure 5.1: Map outlining the extent of each Character Area.

5. Character Areas

A. North and South Ingleby

- 5.5 Character Area A could be viewed as an anomaly within this study due its rural setting. Ingleby is situated between Saxilby and Sturton by Stow, straddling either side of the road.
- 5.6 Much of its relevance is drawn from its rich history, as the location of one of the earliest human settlements in the wider area. Ingleby appears in the Domesday Book suggesting pre-medieval activity. In 1086 it comprised 38 households, which for the time was considered very large. Two manors survived into the later medieval period, developing into the settlements of North and South Ingleby.



Figure 5.2: Feature Map of Character Area A.



Figure 5.3: LIDAR map with the trackways, ponds and living areas of the deserted Medieval Villages of North and South Ingleby visible (Source: Environment Agency).



Figure 5.4: Map from 1856 identifying the old locations of the deserted Medieval Villages of North and South Ingleby (Source: Ordnance Survey).

- 5.7 The many earthworks which can be seen from the Sturton Road are the remains of the roads, fields and lakes which formed the deserted medieval villages of North and South Ingleby. The layout of the medieval villages remains as it was in the 13th century.
- 5.8 Accordingly they have the protection of SHINE (Selected Heritage Inventory for Natural England) status while the deserted medieval village of North Ingleby has been recognised by being the only Scheduled Ancient Monument in the study area.
- 5.9 The buildings in Ingleby today are mostly clustered around the historic farm houses that were established back in the 19th Century. There are a number

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of large farms spread across the area with other smaller properties containing residential dwellings located along the main road. A business park is located at the northern end of the character area.

5.10 To the south, Ingleby Grange Farm is situated within the site of the deserted medieval village of South Ingleby, with earthworks of a medieval moated manor to the west of the existing building.

5.11 Today a commercial farm operates from the property, with a mixture of old Victorian red bricked farm buildings as well as more recently constructed steel and iron fabricated farm sheds.



Figure 5.5: Ingleby Grange Farm with a traditional farmhouse building as well as some more recently constructed farm buildings.

5.12 Further north, at the location of the old medieval village of North Ingleby, later known as Hall Farm, is where Ingleby Hall was constructed in 1879.

5.13 Today, the property has been subdivided into three separate parcels with Ingleby Hall Stables and Ingleby Hall Barns red brick farm buildings that appear to have been converted into residential dwellings. The 19th Century Ingleby Hall or Gables Manor is still surrounded by remnants of the old moat. It currently houses Gables Manor Care Home.



Figure 5.6: Entrance to Ingleby Hall Stables and Ingleby Hall Barn.

5.14

At the northern end of Character Area A is the property of Grade II listed Ingleby Chase, a late Georgian residence believed to date from 1830. This property appears to be clad in render while it sits in a mature woodland setting. Located to its rear is Old Park Business Centre, which accommodates an assortment of difference businesses across 7 different buildings.



Figure 5.7: The Georgian Ingleby Chase dwelling.

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- 5.15 A cluster of smaller properties are located at the roadside between Ingleby Chase and Ingleby Hall. They are on relatively small plots of land and contain dwellings that are built much closer to the road than the above properties.
- 5.16 On the eastern side of the road, a pair of two storey side-gabled dwellings were constructed in 1857, similarly orientated away from the main road and towards the access lanes to both Ingleby Farm and Ingleby Hall. They were both probably originally constructed with red brick, however the northern pair are now clad in render.



Figure 5.8: View northwards towards Sturton from the entrance to Ingleby Hall Livery.

- 5.17 Across from Gables Manor is another two storey yellow brick dwelling, of a similar siting, design and plot size to those described in the preceding paragraphs. It appears to have been constructed in the latter half of the 20th Century.

- 5.18 Located between these dwellings on the opposite side of the road is another pair of more modern dwellings, the southernmost built in the first half of the 20th Century, cross gabled and clad in render and timber while the northernmost were built later in the same century, side gabled and clad in yellow brick and timber. All four have vehicular entrances that lead to garages that adjoin the dwellings.
- 5.19 Further back from the main road, on either side, are situated Ingleby Farm (once the location of Low Ingleby, see Figure 5.4) and Ingleby Hall Livery.
- 5.20 Both are set on large properties with a multitude of farm buildings, set back over 300m from the main road.



Figure 5.9: View towards Ingleby Hall Livery from Sturton Road.

- 5.21 The significant historic farms described previously are all situated on large properties and are generously set back from the Sturton Road and have varying levels of visibility to those passing by.

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- 5.22 In most cases, due to this distance and the presence of other less glamorous farm buildings clustered around the principal dwelling, the contribution of some of these buildings of undoubted architectural and historic richness to the built character of the area could be said to be somewhat diminished, in comparison to a similar building if it were located within a built-up part of Saxilby.
- 5.23 Nonetheless, the contribution of these properties to both the existing and historic character of Ingleby is undoubtedly significant.
- 5.24 The pedestrian experience in walking through the area is somewhat compromised by the speed at which passing vehicles move at.
- 5.25 However, the area offers some very attractive views both into Saxilby and also to the wider countryside, including long views that take in the iconic power plants in the distance.
- 5.26 While the trees in Character Area A are mostly mature and grand in stature the vast majority of the land has been cleared for agricultural use. Therefore the existence of landscaping and vegetation is mostly limited to field boundaries, along watercourses and ponds and within the immediate surrounds of the individual dwellings.

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B. Saxilby Business Parks

- 5.27 Saxilby Business Parks comprises of Riverside Enterprise Park, Saxilby Enterprise Park and Allens Business Park. Each is a self contained entity bound by the railway line on one side, and by the Saxilby-Skellingthorpe Road, on the other.
- 5.28 They are distinguished from the rest of Saxilby by a number of factors. Geographically they are detached from the settlement, with good access onto the A57 for the heavy duty vehicles that travel to and from the business parks.
- 5.29 The business parks contain services such as distribution warehouses, office buildings and heavy vehicle sales/leasing. These are mostly contained in large warehouse or big box type structures with some smaller single storey buildings with a resemblance to a vernacular housing aesthetic and contain offices.

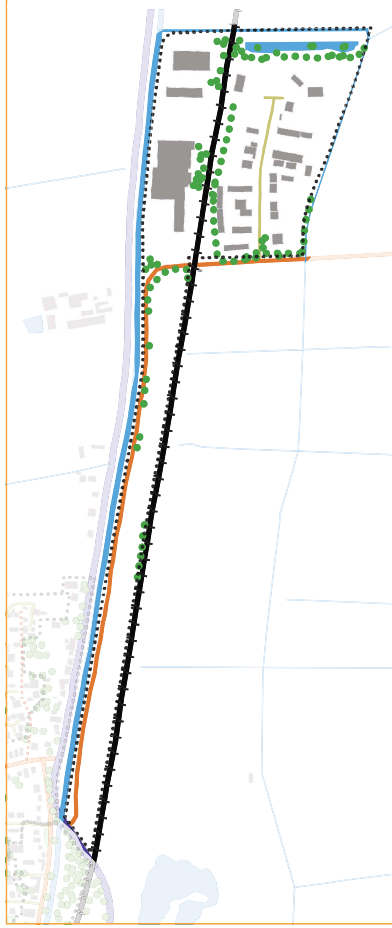


Figure 5.10: Feature Map of Character Area B.

- 5.30 The buildings sit on large rectangular plots.
- 5.31 The plots in Saxilby Enterprise Park are situated on either side of a central spinal road while the units in Allens Business Park is accessed by a road running along the Canal bank. Riverside Enterprise Park was under construction at the time of writing, however, it appeared that the units would be accessed by a central entry point taken from the Saxilby-Skellingthorpe Road.



Figure 5.11: Large format warehouse type structures being erected at Riverside Enterprise Park.

- 5.32 The business parks have landscaping along their perimeters, however for most parts it is not very comprehensive and the large structures are visible from a considerable distance away and do not provide a positive contribution to the visual landscape of the area.

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Figure 5.12: Large warehouse and office building in Saxilby Enterprise Park.



Figure 5.13: Entrance to Saxilby Enterprise Park.

5. Character Areas

C. South of the Canal

5.33 Character Area C is the bounded to the north by the Fossdyke Navigation, to the east by the railway line, to the west by intersection of the A57 and the canal, while the rear of the properties along the south side of the A57 represent the southern boundary.

5.34 The area is almost defined by its setting, straddling the A57, the approach road into Saxilby from Gainsborough; such is the volume and speed at which vehicles travel.

5.35 Given its stature as a primary route, the nature of the A57 has impacted on the look and feel of the area, most specifically in terms of building orientation and siting, the pedestrian environment and landscaping.

5.36 There are a wide variety of building types in the area.



Figure 5.14: Feature Map of Character Area C.

5.37 On the southern side of the A57 there is a cluster of buildings that include a row of fine grain mid Victorian two-storey terraced dwellings, built for workers at the nearby brickworks, opening onto the main road.

5.38 Either side of these buildings are a pair of two storey detached dwellings, both of which are sited perpendicularly to the A57 in a manner that locates their



Figure 5.15: Row of Victorian cottages on the south side of the A57 on entering Character Area C.

open space to the side rather than the front of the dwellings. That may have been a response to the relative intensity of the main road.

5.39 The buildings on the south side of the A57 are all residential in use, two storeys in height, contain red pantiled side gabled roofs and are clad in either red brick or render. Generally these buildings are set back approximately 7-11m from the road. These properties were mostly developed in the 19th Century, however, there may have been later rebuilding or upgrading done.

5.40 The single storey cottage to the west of Broadholme Road was developed in the interwar period.

5.41 The north side of the road is defined by the absence of any consistency of character.

5.42 The westernmost property, The Car King, is a car sales and repair yard that contains three large sheds, with a single storey light brown brick office building. Adjacent is a pair of two storey semi-detached red brick and render dwellings, set back approximately 20m from the road, with generous front gardens/yards to the fore.

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- 5.43 To the east of these dwellings is the recently constructed Fosdyke Court, a cluster of three blocks of two storey red brick buildings, two buildings containing 3 dwellings each and one containing two dwellings.
- 5.44 The blocks are arranged in an L formation, with one building sited perpendicularly to the A57 with a thick hedgerow providing a buffer. The reasons for which may have been to do with the proximity of such a busy road or perhaps the constraints of the site, but by orientating the building away from the road, it has created a more sheltered and less intense environment for the residents of the dwellings.



Figure 5.16: The recently constructed Fosdyke Court with buildings set back and partly buffered by a tall hedgerow from the A57.

- 5.45 A common car parking area is located to the front of the dwellings.
- 5.46 To the east of Fosdyke Court is a large stand alone building, formerly the Bridge Inn, that now accommodates an Indian bar and restaurant called Spice Mystery.
- 5.47 It was constructed in 1937 with red brick, red concrete tiles and a side-

gabled roof with two ground floor bay windows (which may have been a later addition). It could be considered to be more in keeping with many of the buildings contained in Character Area D or E, although considerably larger in scale.

- 5.48 It sits on a large plot of land and is set back considerably (approximately 20m) from the road, with an area for car parking and circulation to the front and side of the building. An area of decorative green open space is also located to the fore of this area.



Figure 5.17: The inter-war former Bridge Inn building.

- 5.49 Located at the north east of the Character Area is a pair of properties. The furthest east is a single storey bungalow, with a perpendicular orientation to the road and containing two attached car garages.
- 5.50 Adjacent to it is a large property with an attractive large detached house and a series of well maintained out-buildings on it, all contained within a very mature landscape setting.

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- 5.51 The buildings were constructed in the 19th Century, are all clad in red brick and have red pantiles on gabled roofs.
- 5.52 The main building appears to have remained in use as a residency while the out-buildings have been converted to accommodate a furniture and kitchen making business named Chiselwood.



Figure 5.19: The well maintained residence at Chiselwood.

- 5.53 A large wall surrounding the garden is the remaining external wall of a large maltkiln, which was destroyed by fire in the mid 1930's. The former small brewery, associated with the kiln, is still standing.



Figure 5.18: The former brewery at the back of Chislewood.

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D. Bridge Street Conservation Area

5.54 The extents of Character Area D range from the A57 bridge to the east, the railway line to the south, the interface with Canal Court to the west, while the rear of the properties along the north side of Bridge Street represents the northern boundary.

5.55 Bridge Street is a unique street, both within Saxilby, but also the wider West Lindsey and North Lincolnshire area. It is the only street where buildings front onto a waterway that runs parallel to a main street of a village.

5.56 The river bank opposite complements the more urban feel of Bridge Street, offering a place of respite and relaxation along the canal side and a stopping point for those travelling by barge along the canal. There is little vegetation or landscaping on the north side of the street. However, this is compensated for by the presence of the waterway and the trees that line it. This provides for

a pleasant pedestrian experience on both sides of the canal. The staggering of seating and picnic facilities serve to further enhance the amenity of the canal side.



Figure 5.20: View west towards the railway bridge from the edge of the canal alongside Bridge Street.

5.57

The two most prominent buildings of the area are the two original public house buildings located at the point where the former swing bridge crossed the Fosdyke and the location of the village wharf where both freight and passengers would join and leave boats. The Sun Inn still remains, while the former Ship Inn has now been tastefully converted into an attractive residential building.

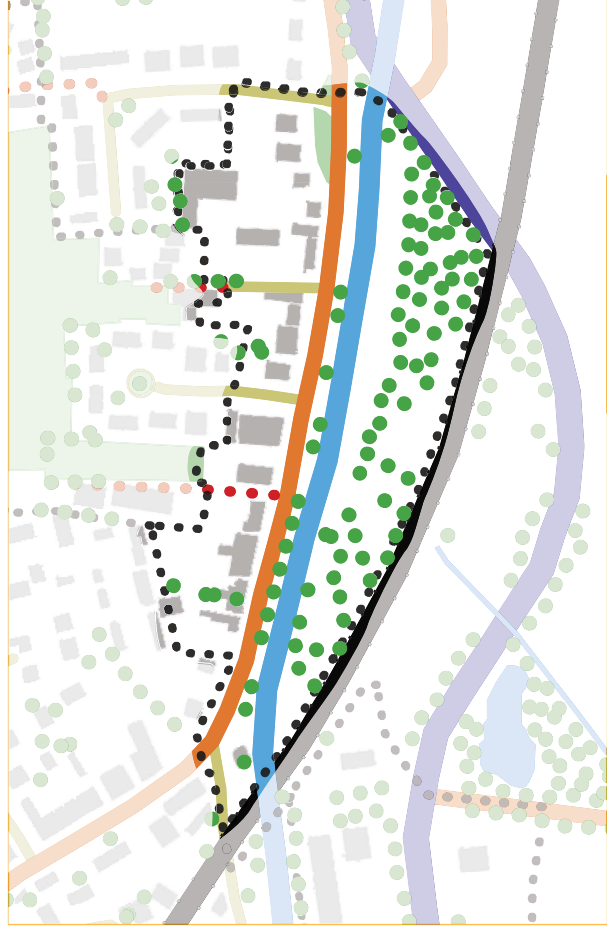


Figure 5.19: Feature Map of Character Area D.

- 5.58 The former Lincoln Equitable Co-operative Industrial Society Ltd building from 1907 now contains three small shop units containing a hair salon, tea room and physiotherapy practice. A number of other land-uses are found on Bridge Street, including a fast food takeaway, a fabric shop, a former DIY shop and a garage.
- 5.59 Most of the buildings date from the latter half of the 19th Century. Few are in their original form as built, most appear to have had some rebuilding done.
- 5.60 None of the buildings on Bridge Street have been Listed as being of Special Architectural or Historic Interest.



Figure 5.21: View from the pedestrian bridge over the canal looking north west towards the former Ship Inn building and the row of buildings fronting Bridge Street.

- 5.61 A variety of different building types and architectural styles are present in the street. However, there are some characteristics consistent among them. For the most part the buildings are two storeys in height with some of the more significant structures being three storeys in height. There are two single storey buildings in the area. It is possible that these were constructed as workshops of some nature.

- 5.62 There is a mixture of detached, semi-detached and terraced buildings present, while the width of the buildings varies between a medium and coarse grain.
- 5.63 The buildings on Bridge Street are predominantly built to the street frontage. This lends a more urban or village centre feel to the street. However, the old

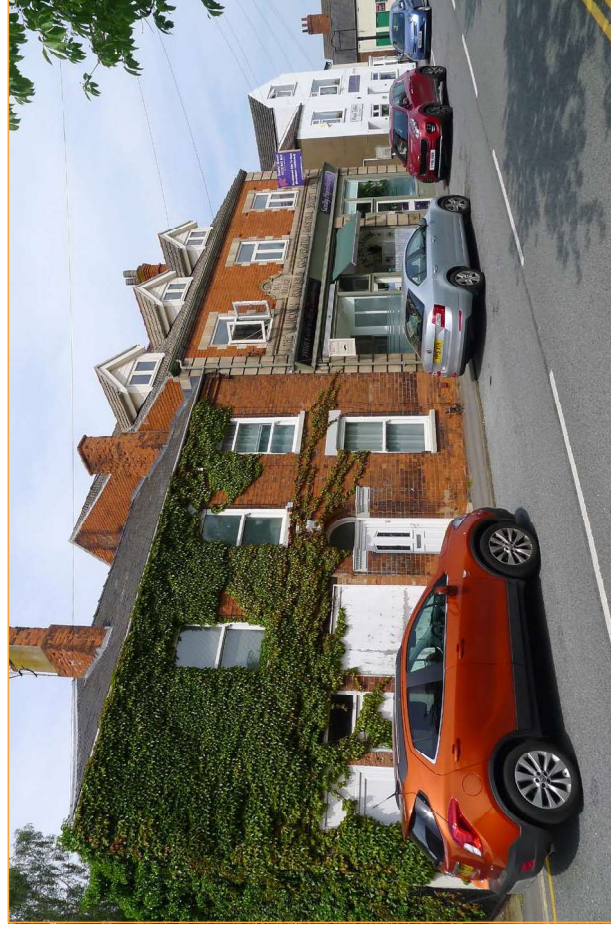


Figure 5.22: View towards the former Lincoln Equitable Co-operative Industrial Society Ltd building, built to the front boundary and with active ground floor uses creates a more urban atmosphere to this part of Bridge Street.

Ship Inn building and the row of dwellings at 14-18 Bridge Street, are set back from the front boundary and contain bay windows opening onto this space. The majority of the buildings are clad in red brick (although some have been painted over) with render also common. Most buildings have side-gabled roofs, with red and brown concrete tiles, red pantiles and slate roofs popular in the street. A number of structures, such as 18 Bridge Street, have front-gabled roofs.