



Bourne Character Assessment

November 2023



CONTENTS

1.	INTRODUCTION	Page 3
2.	ASSESSMENT METHODOLOGY	Page 6
3.	HISTORY AND EVOLUTION	Page 8
4.	HERITAGE BUILDINGS AND PLACES	Page 18
5.	LANDSCAPE SETTING: a. Landscape character areas / parish map	Page 23
	b. Key local landscape features	
6.	SETTLEMENT STRUCTURE	Page 27
7.	CHARACTER AREAS—BOURNE: CA1—Bourne Conservation Area	Page 32
	CA2—Elsea Park and the former Chest Hospital Site	
	CA3—South Road	
	CA4—Area of town centre	
	CA5—The industrial area to the east of the town	
	CA6—The residential east	
	CA7—Beaufort Drive, Hazlewood Drive and Stephenson Way	
	CA8—The residential west	
8.	DYKE CHARACTER PROFILE	Page 99
9.	TWENTY CHARACTER PROFILE	Page 106
10.	CAWTHORPE CHARACTER PROFILE	Page 112
11.	CHARACTER SUMMARY	Page 116
	APPENDIX 1: BOURNE TOWN LISTED BUILDINGS AND SCHEDULED ANCIENT MONUMENT DETAILS	Page 118
	APPENDIX 2: DYKE AND CAWTHORPE LISTED BUILDINGS AND SCHEDULED ANCIENT MONUMENT DETAILS	Page 123
	APPENDIX 3: CHARACTER AREA 4: BUILDING PROFILES	Page 125



1 INTRODUCTION

INTRODUCTION

Character Assessments record the spatial qualities that give an area its sense of place and unique identity. They are widely recognised as useful tools, informing the planning, design and management of future development in a particular locality.

The [National Planning Policy Framework \(NPPF\)](#) sets out the Government’s planning policies including the need for good design in creating better places. The Government has issued guidance, including the [National Design Guide](#) and the [National Model Design Code](#), to illustrate how this can be achieved. The value of local distinctiveness and the need to understand local character in order to effectively inform and underpin planning policy is highlighted along with the pivotal role Neighbourhood Plans can have in communicating the defining characteristics of an area; specifically, the NPPF states that:

‘Design policies should be developed with local communities so that they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.’

The Government’s [National Planning Practice Guidance](#) (Paragraph: 004 Reference ID: 26-004-20191001) affirms this and states: ‘Non-strategic policies can be used to establish more local and/or detailed design principles for an area, including design requirements for site specific allocations. They can be prepared by local planning authorities or neighbourhood planning groups and are most effective when based on appropriate evidence of the defining characteristics of the area, such as its historic, landscape and townscape character’.

At a more local level, [Design Guidelines for Rutland and South Kesteven](#) supports national guidance, focusing on specific areas where South Kesteven District Council (SKDC) wants to see improvements in the quality of development including street character and hierarchy, responding to the climate emergency and green infrastructure. It has been adopted as a Supplementary Planning Document to support the design policies in the [South Kesteven Local Plan](#) and is therefore an important consideration in the determination of planning applications in the town of Bourne and wider parish.

This Character Assessment, prepared by the Bourne Parish Neighbourhood Plan Steering-Group and Bourne Town Council, supplements Government and SKDC policies and



Above: The Old Town Hall

Below: Memorial Gardens



guidance on design. It provides an overview of the key qualities and characteristics that define the market town of Bourne, Lincolnshire and also includes character summaries of the parish settlements of Dyke, Cawthorpe and Twenty. It has been prepared in support of a larger project – the Bourne Parish Neighbourhood Plan (BPNP). Once adopted, the BPNP will be consulted by South Kesteven District Council when determining planning applications for development within the parish.

This Character Assessment is evidence for the design and character policies to be set down in the BPNP and will act as a reminder that there are features of significance and value to be found in most local neighbourhoods: sometimes these are everyday features that are taken for granted, until one day they are threatened or removed and it is too late to do anything about it. The Character Assessment is intended to be used by developers, architects, planners, and the local community to ensure that all future development and change in Bourne and the surrounding localities is well-designed and appropriate, and is complementary to the distinct and special character of the town and wider parish.

To complement the Character Assessment, inventories have been produced of non-designated heritage assets (locally important buildings and other features) and key areas of open space within the town and villages, the importance of which must be considered in the determination of planning applications.



2 ASSESSMENT METHODOLOGY

ASSESSMENT METHODOLOGY

In recognising that the character of any settlement is formed by more than just the appearance of its buildings this Character Assessment considers a broad range of influences, including:

- Historical evolution of the area;
- Landscape setting;
- Structure, spacing and layout;
- Natural features and green areas;
- Townscapes and built form;
- Landmarks;
- Views and vistas, and
- Streetscape

This assessment identifies the positive characteristics of Bourne. Existing development which fails to contribute to the character of the town is also highlighted. A holistic assessment of the character of the parish of Bourne is presented which takes into account all key aspects which exist in order to identify opportunities where local character might be reinforced and enhanced.

In preparing this Character Assessment the following approaches to understanding and documenting the character of the parish of Bourne have been used:

- Desktop research, including:
 - * Analysis of historic and recent mapping
 - * Review of existing evidence, including the Bourne Conservation Area Appraisal and Management Plan (2012) and the South Kesteven Landscape Character Assessment (2007), and
 - * Recognition of Heritage Assets.
- Detailed survey of the town and rural settlements, including photographic and written records of key characteristics and features.
- Discussion with members of the local community.

Prior to undertaking the above research and survey work, members of Bourne Town Council and the Neighbourhood Plan Steering Group attended a character assessment training workshop given by a chartered town planner (MRTPI) who specialises in design and character assessment. Members also reviewed Planning Aid England guidance on the preparation of character assessments.

The above training and resources provided the requisite skills and understanding to undertake an informative and thorough assessment of the character of the parish of Bourne.



Above: Character Assessment Workshop (July 2018)





3 HISTORY AND EVOLUTION

HISTORY AND EVOLUTION

Bourne has a long and rich history, a brief overview of which is provided within the “Bourne Conservation Area Appraisal and Management Plan” (2012), which reads as follows:

Archaeological evidence indicates that the town was established following the Roman Conquest as a small settlement or posting station on King Street, which was an important Roman thoroughfare. The road split into two forks north of Bourne; one ran due north along the fen edge to Sleaford, whilst the other ran north-west and joined Ermine Street south of Ancaster. Recent fieldwork has uncovered Roman activity to the south-west and south-east of the town, but it is believed that the core of the settlement was probably situated on the site of the modern town centre.

The Anglo Saxons settled in the vicinity of St Peter’s Pool, which is possibly one of the oldest artesian water supplies in the country and is reputedly filled by seven springs. The name Bourne is derived from the Old English word “Brunna” which meant stream or spring. The town was well established by the time of the Norman Conquest of 1066: the Domesday Book records that it had three mills, a church with a priest and 53 families.

Bourne Abbey was founded in 1138 by Baldwin Fitzgilbert, the lord of the manor, on the site of a Saxon church. It was one of only five English monastic abbeys attached to the Arroasian subdivision of the Augustinian order, which became extinct soon after 1470. The Church of St Peter and St Paul, known locally as the Abbey Church, formed part of the abbey and is the only monastic building to survive, although it has largely been rebuilt and restored. The Eau formed the boundary around the monastic buildings which accounts for the complex course to the east and to the west of the church.

Bourne Castle stood to the south-west of the town centre in Well Head Fields. It dates from the 12th century and archaeological evidence indicates that it fell out of use in the early post medieval period. The castle consisted of a single motte with a double, or possibly triple, bailey with several stone buildings located within the inner bailey. The antiquarian John Leland, who toured England in 1534-43, described the castle as being ruinous with only the earth works remaining. However, records indicate that it was partly refortified in the 17th century during the Civil War. The earthworks of the motte and several water channels following the original lines of the inner and outer moats are clearly visible in the landscape and are a designated Scheduled Ancient Monument.

The town prospered in the medieval period, its wealth derived principally from agriculture and trade. The lord of the manor, Baldwin Wake, received a licence to hold a Saturday market in 1279 and, during the 14th century, it was a centre for the sessions of the peace, which reflected its high status within the region.

The town centre has largely retained its medieval plan form. An inventory of 1380 records seven streets: Northgate, Southgate, Water Gang Street (South Street), West Street, East Street and Potter Street. Bourne was described by Camden in “Britannia” (1586) as comprising four main streets which converged onto Market Place with streets radiating from them. It was a compact settlement as its breadth east to west was 1.25 miles and north to south 0.75 miles. By 1825 development was still confined to the medieval town centre. Development along North Street extended as far as the junction with Burghley Street on the west side, and Harrington Street on the east; West Street was built-up to just beyond the junction with Manor Lane and there were few houses along South Street beyond Coggles Causeway. It was only in the late 19th century that the town spread beyond these confines, mainly along existing roads.

The Eau was the main transport link until the 19th century and was central to the corn trade which formed the basis of the town's prosperity. The Bourne Navigation Act was passed in 1781 to facilitate the passage of traffic on the river between the Wash coast and Spalding via the River Glen at Tongue End. This opened up access to markets in the Midlands and Yorkshire for the export of corn and wool and the import of coal. The River Glen also provided access to the River Welland which provided Bourne with a link to Crowland and Stamford. During the 19th century the Eau powered three corn mills along its 3.5 mile length, including Baldock's Mill on South Street. The mill was built in the late 18th and early 19th centuries and was operational until 1924; it has since been converted into a Heritage Centre.



Above: Bourne Eau

Bourne was a stage on the London-Lincoln coaching route and a daily Lincoln-Peterborough service often made an overnight stop which provided valuable trade for the town's coaching inns. Two of the most notable inns are situated on North Street: the Burghley Arms, first built in 1717 on the site of the birthplace of the Elizabethan statesman Sir William Cecil, the first Lord Burghley, and the Angel Hotel, built in 1860, was a rebuilding of an earlier inn.

Improvements to the road network by the Turnpike Trust, established in 1822 by an Act of Parliament, facilitated the transport of goods and passengers and boosted the local economy. The opening of Little Bytham Junction in 1872* connected the town to larger cities, increased trade and supported commuters and an emerging middle class. This encouraged development on the outside of the historic core, along key routes such as North Road and West Road.

Today the town remains a busy commercial centre, with a good proportion of open space located within the town centre and attractive 19th and 20th century residential areas alongside post war developments located on the periphery.'

*Another major factor in the evolution of Bourne and Dyke was the coming of the steam railway in the 19th century. This provided faster access to other parts of Britain and turned the town into a rail junction where two lines crossed. The first track to be completed, in 1860, connected Bourne to the Great Northern line at Essendine. The railway company bought the Red Hall and adjoining buildings for use as the stationmaster's house and ticket office. The line was expanded to Spalding in 1866, giving a direct connection from Melton Mowbray in the west to King's Lynn and Cromer in Norfolk. Another line between Bourne and Sleaford was opened in 1872. Trains began to run between Bourne and Little Bytham junction in 1894, from where the track continued to Saxby; this east-west route became the most important of the lines which served the town, both for passengers and freight. The Spalding line closed to passengers in 1959 and to freight (for the movement of sugar beet) in 1965. The tracks were taken up and station platforms demolished. The red brick station building remains, now part of a child-care nursery, in the midst of the housing development of Great Northern Gardens. A number of gate keeper's cottages bear witness to the former age of steam: in Dyke, in Mill Drove at its junction with Stephenson Way, and in the Austerby. All are in private ownership and are painted white. (from 'Tales of Bourne from past times' by Rex Needle (2008)).



Above: Photo of Bourne Station (source: Wikipedia, Ben Brooksbank)



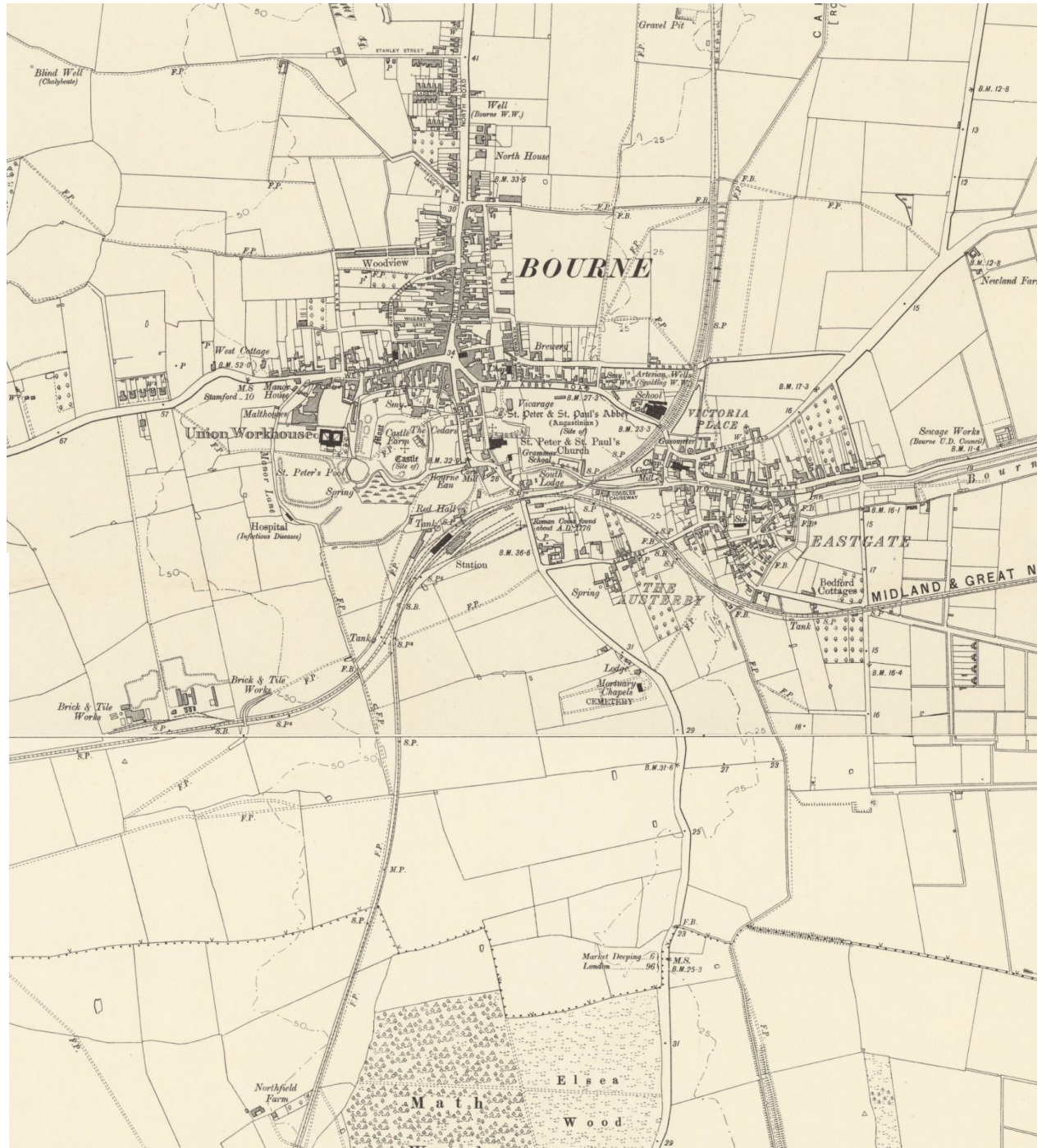
In terms of physical change, Bourne has experienced significant growth over the past century, particularly in the post-war years. The maps on the following pages visually communicate the degree of change that Bourne has experienced over the past decade. Particularly notable is the significant growth and outward expansion seen since the mid-1900s, as highlighted in the 1950 and 2017 maps, much of this comprising large-scale residential developments on previously undeveloped land. This growth has been particularly intensive in the last twenty years and has radically changed Bourne's character. Despite this, the compact and historic layout of the town centre has been preserved right up to the current day.



Above: Bourne's historic street network radiated outwards from the centrally located Market Place



Left: Bourne, 1886

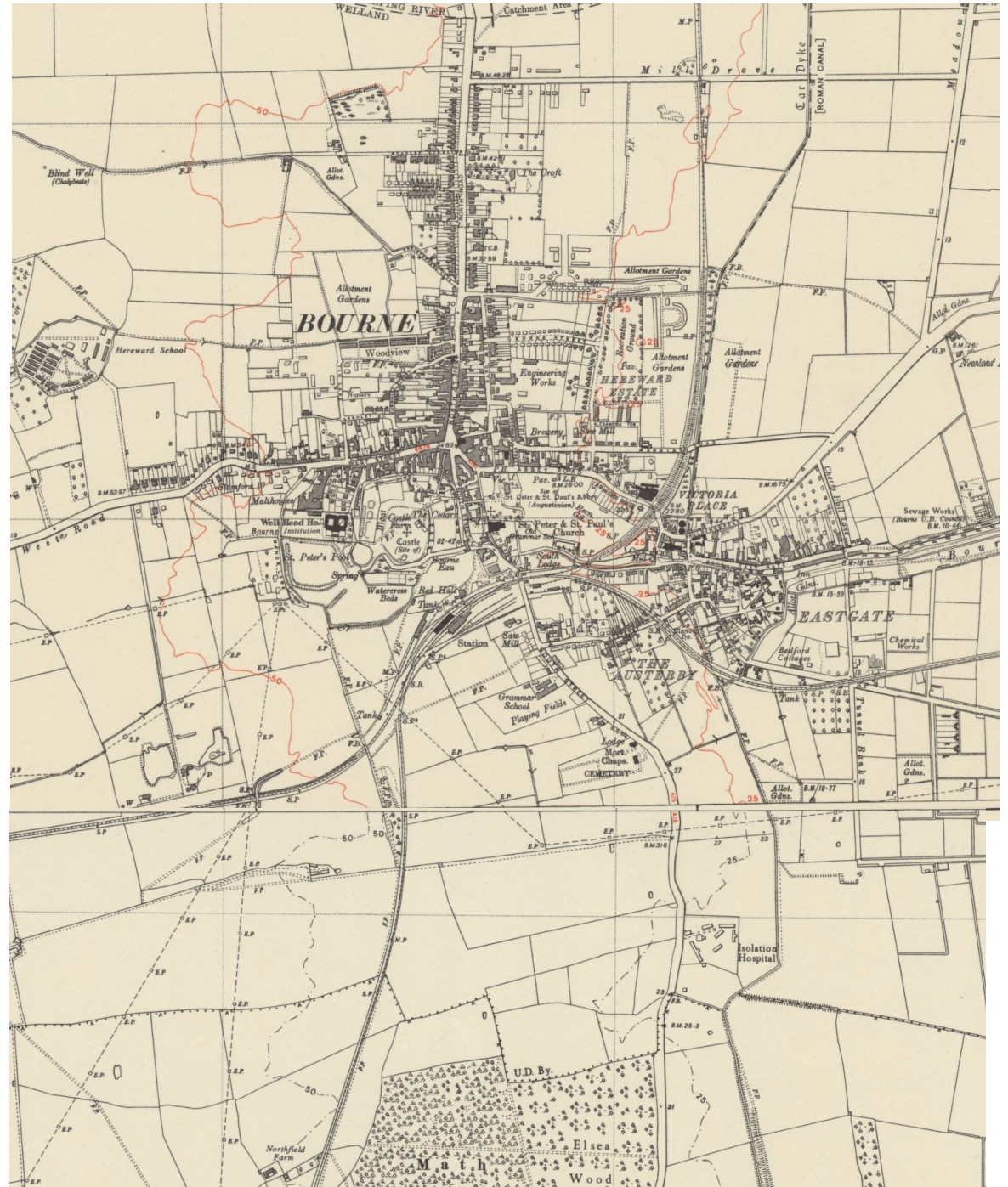




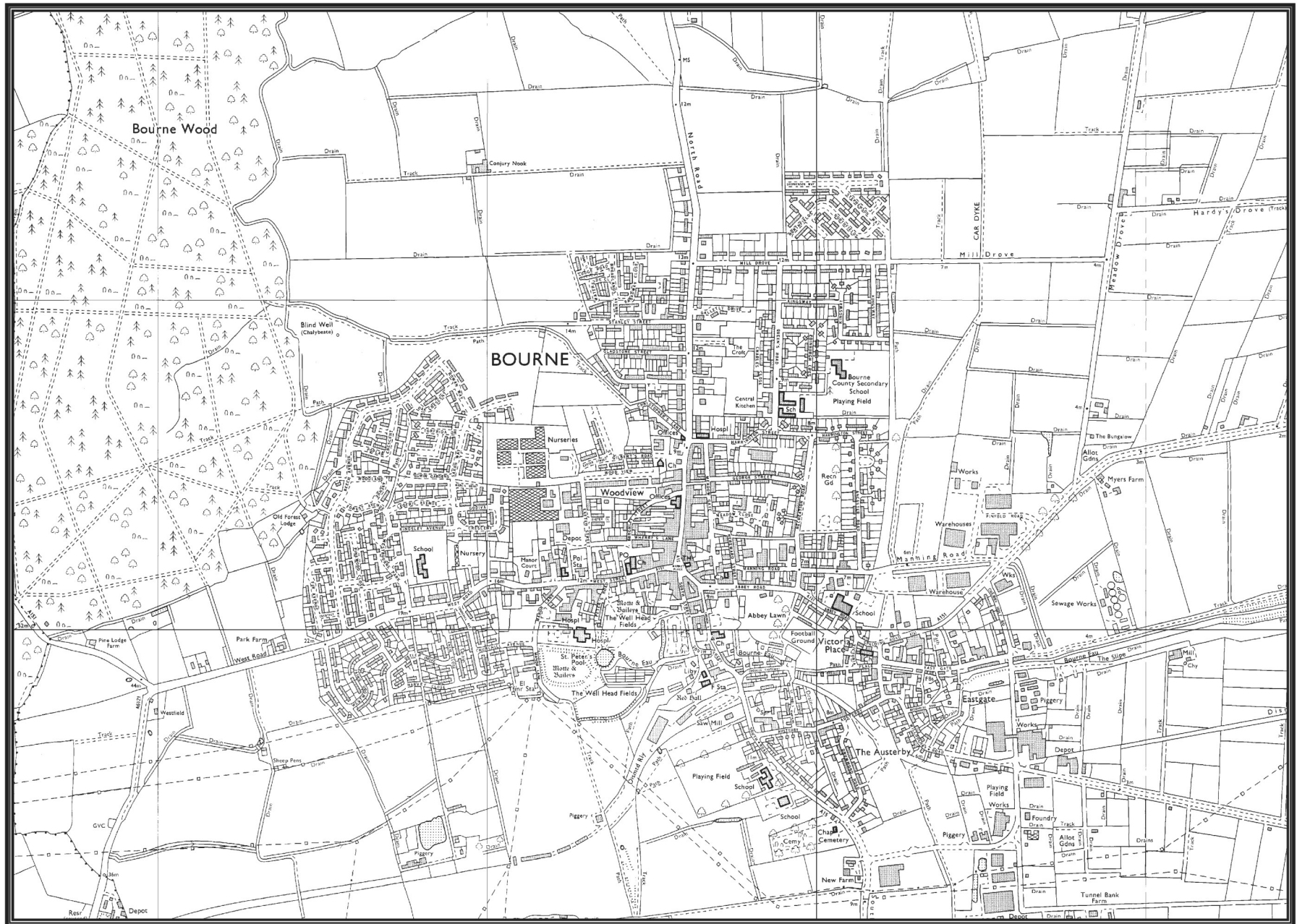
Left: Bourne, 1929*

*southern extents of settlement unavailable

Right: Bourne, 1950



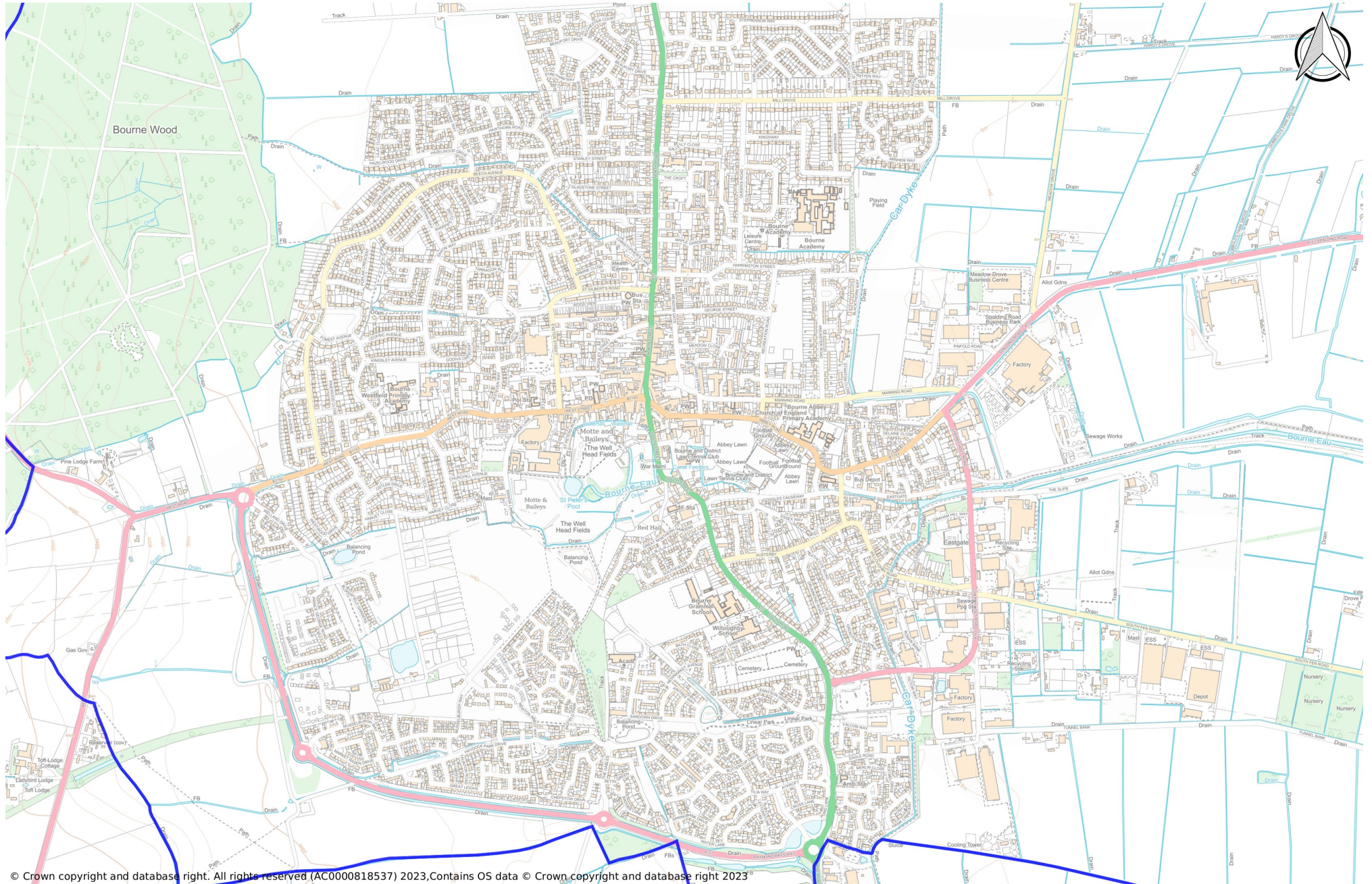
Below: Bourne 1983-1985



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OS Plan 1:10,000 1983-1985

Below: Bourne, 2023



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4 Heritage Buildings and Places

Heritage Buildings and Places

Numerous key reminders of the past remain intact in Bourne despite the significant changes that the town has undergone in the last century. Many of these are designated heritage assets and represent some of Bourne's most valued and characterful buildings. In total there are 60 listed buildings within Bourne, the majority of which cluster around the town's historic core where North Street, South Street, West Street and Abbey Road converge in the Market Place. A second grouping of listed buildings are present in the Eastgate area. In addition, Bourne Castle is a Scheduled Ancient Monument. Of these listed properties, the majority are Grade II listed. However, the Parish Church of St Peter and St Paul benefits from Grade I listing, whilst the Red Hall, an early 17th century mansion that was saved from demolition in the 1960s, is Grade II* listed. There are another 14 listed buildings in Dyke and Cawthorpe.



Above: Abbey Church

A list of the nationally designated heritage assets within Bourne is provided in Appendix 1, whilst Appendix 2 list those within Dyke and Cawthorpe. Full details of each can be found at: www.historicengland.org.uk.

A Conservation Area, focused on Bourne's historic Market Place, was established in 1977, and subsequently extended in 2012. A map showing the location and extent of Bourne's Conservation Area and an overview of its character and qualities provided within the 'Character Areas' section of this report, whilst a more thorough commentary can be found in the South Kesteven District Council produced '[Bourne Conservation Area Appraisal and Management Plan \(2012\)](#)'.

In addition to the above, an inventory of non-designated heritage assets of local importance has been produced in support of the Bourne Parish Neighbourhood Plan and can be found at: www.bourneparishneighbourhoodplan.org.uk.



Above: The Anchor public house

DESIGN AND MATERIALS

The local vernacular

The term 'local vernacular' refers to the traditional way in which ordinary houses have been built, as distinct from grand houses or public buildings.

Local Materials

Structure

Vernacular houses used local materials, which made their buildings distinctive. South Kesteven is known for its fine local materials. The limestone belt from the South of England to Yorkshire which runs through the Kesteven uplands is stone of wonderful quality that can be seen in local towns and villages. Local ironstone has its own interesting texture. Local brick is also distinctive, varying in colour from buff to orange to a warm deep red, improving as it weathers.

Roofing

The orange pantiles of Lincolnshire's vernacular houses, originally imported from Holland in the late 17th century, greatly contribute to local distinctiveness. The Collyweston slate or tile made by fracturing limestone into flat 'slates' is also locally distinctive. Welsh slate was widely used from the 19th century as mass transport became possible with the advent of the railways.

Windows

Window frames of vernacular houses are of timber, painted if they are of softwood, or left untreated if of hardwood like oak.

Doors

These are also of timber.

Local Design

Structure

Lincolnshire traditional houses are simple, mostly rectangular, with one or two, occasionally three floors and an attic with dormers. They have simple door and window openings and a large proportion of solid masonry, or 'solid to void' ratio.

Windows

Window frames are mostly side-hung timber casements or side-hung 'Yorkshire' sashes, with stone mullions in the case of grander houses. Upper floor windows are usually smaller. Frames are often slightly recessed from the face of the masonry and set under timber or

stone lintels. Windows became more upright and rectangular only when sliding sashes gained popularity in the 18th century. A local feature of windows in Kesteven is the so-called 'Grantham lintel', which is seen above traditional sash windows and is shaped like a moustache that curves upwards at the ends.

Dormers

These are a distinctive feature of vernacular houses. They were added to allow the use of the roof space. The form they take is dictated by the roofing materials. Collyweston stone roofs generally have gabled or hipped dormers whereas pantiles favour the simpler traditional sloping dormers seen on farmhouse and cottage rooflines.

Doors

Period doors are simply formed of vertical boards, ledged and braced, or sometimes very simply panelled. There are no glazed openings apart from an occasional small central glass panel, unlike so many modern ones. From the early 18th century onwards fanlights started to appear above the door to light the hall, never in the door, unlike some modern standardised designs.

Porches

Enclosed porches are rare on smaller vernacular houses, but roof canopies over the door are often found.

Roofing

Rooflines were traditionally much steeper than modern ones, to speed up water run-off. Straight gable ends, especially on stone houses, may have coped parapets and kneelers, or plain overhanging verges. Bargeboards and fascia boards are not seen on vernacular buildings.

The mansard roof (*below photo*) is an important Lincolnshire feature, influenced by Flemish architecture from the 17th century; the roofline is divided with two angles of slope to allow more headroom upstairs.



Left: Former farmhouse with pantiles and mansard roof

Brick 'tumbling' is seen in triangles of brickwork under the gable ends, laid at right angles to the slope of the roof. It allows the slope of the gable to be formed without cutting the bricks.

Chimney stacks

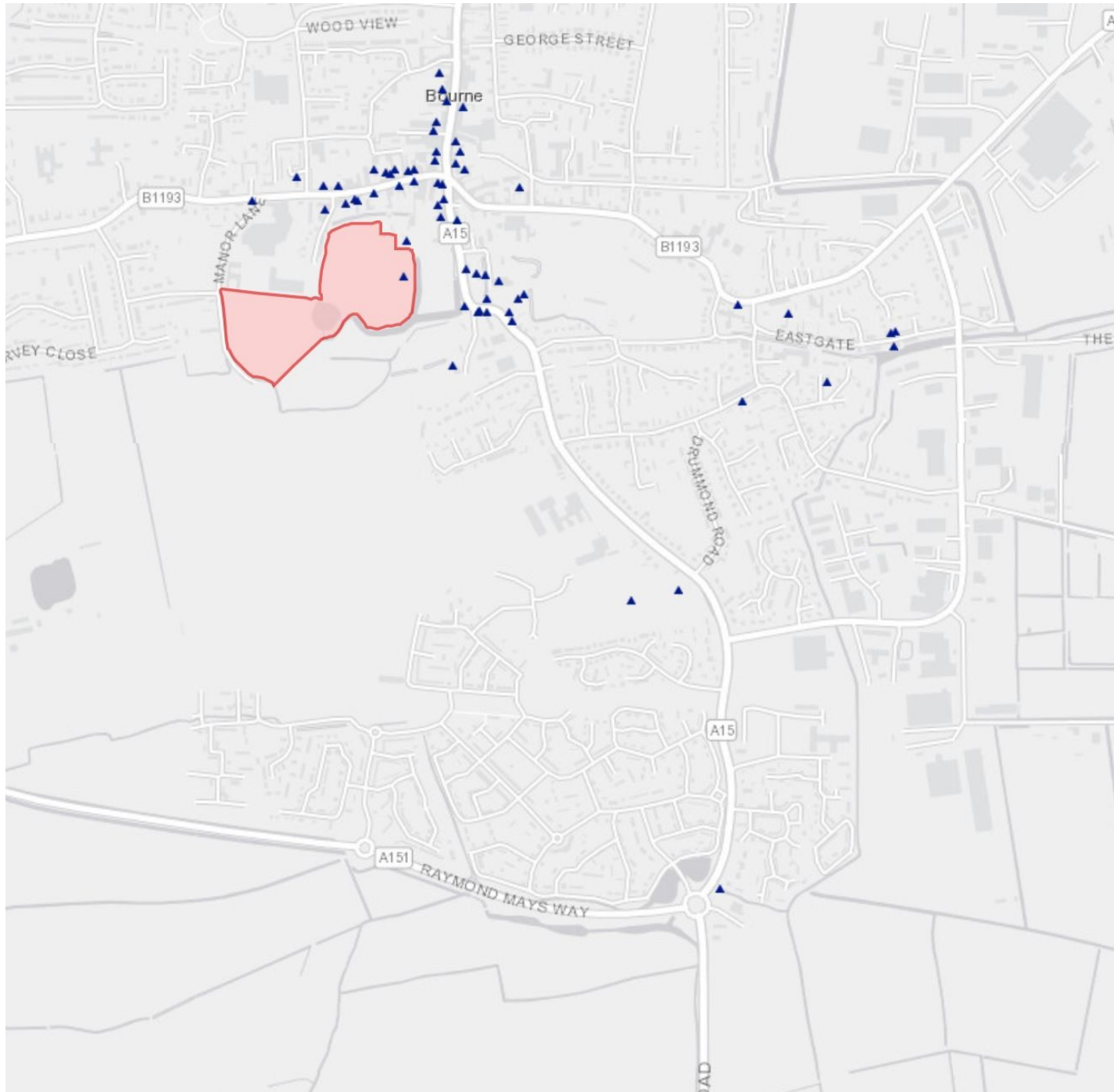
Chimney stacks on the roofline lend character to a house. Medieval houses have central stacks, later ones have them at gable ends, usually of stone, with little detailing, and with stone or terracotta chimney pots.

Rainwater goods

Traditional rainwater goods are of black painted cast iron.



Above: Examples of stone cottages with steep-pitched roofs, dormer windows and chimney stacks



Left: Map showing designated heritage assets in and around Bourne Town (as of December 2018). See Appendix 1 for details.

MAP KEY



LISTED BUILDING



SCHEDULED
ANCIENT
MONUMENT



5 LANDSCAPE SETTING

LANDSCAPE SETTING

LANDSCAPE CHARACTER AREAS (SOUTH KESTEVEN CHARACTER ASSESSMENT, 2007)

The South Kesteven Landscape Character Assessment builds upon the national assessment of landscape character completed by Natural England. Within this district-wide study, Bourne lies within the Fen Margin LCA at the base of the rising land which extends to the Kesteven Uplands, whilst the Parish's rural eastern margins extend out into The Fens LCA.

Fens Margin LCA

The South Kesteven Landscape Character Assessment provides the following summary of the key characteristics of the Fen Margin LCA:

- . A transitional area between the wooded Kesteven Uplands and the flat open fens.
- . Broad east-facing slope, with local variations in topography.
- . Medium-scale rectilinear fields with some hedgerow trees and a variety of farming uses.
- . High proportion of settlement along the A15 road provides activity in the landscape.

The South Kesteven Landscape Character Assessment sets out the following Landscape Management Objectives for the Fen Margin:

- . Careful design and new planting to development on the edges of villages.
- . Maintain and enhance hedgerow boundaries.
- . Protect sensitive woodlands.

The Fens LCA

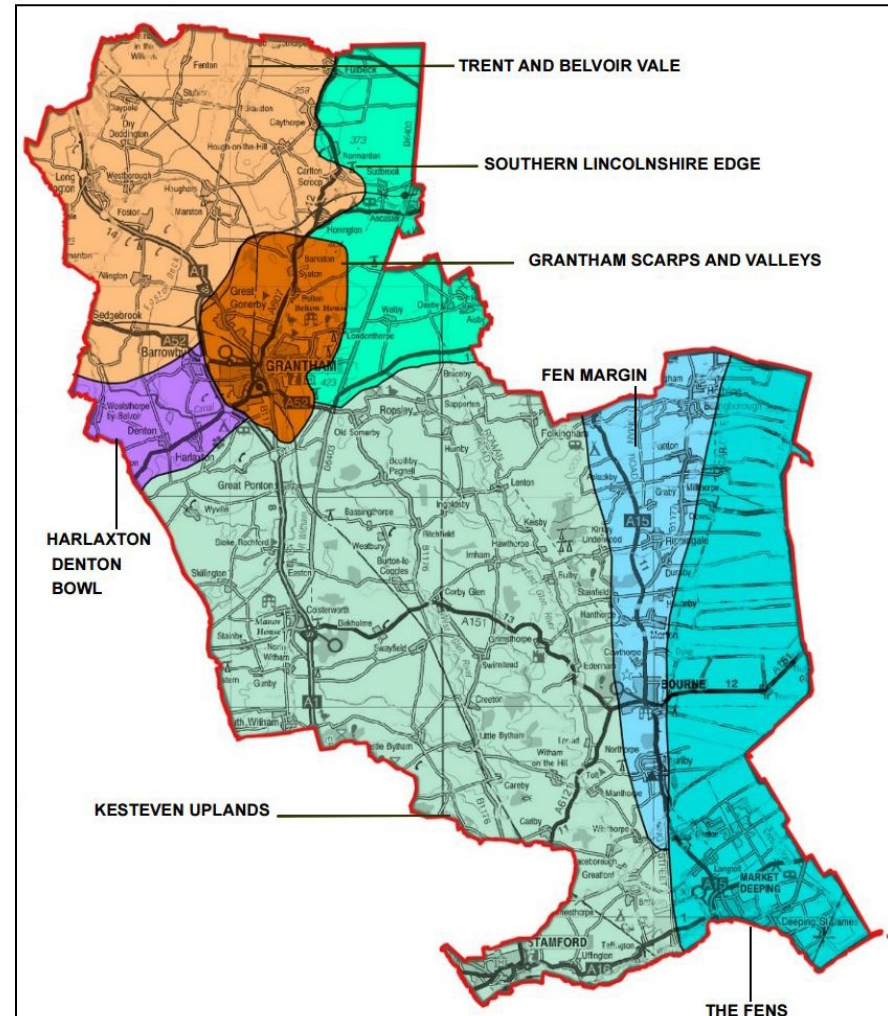
The South Kesteven Landscape Character Assessment provides the following summary of the key characteristics of The Fens LCA:

- . Low, flat terrain, level horizons and large skies.
- . Large-scale open, rectangular fields, divided by drainage ditches and embanked rivers.
- . Sparse trees and woodland cover.
- . Little settlement apart from individual farmsteads, often with large-scale agricultural buildings.

The South Kesteven Landscape Character Assessment sets out the following Landscape Management Objectives for The Fens LCA:

- . Maintenance of field boundaries, including ditches and dykes.
- . Phased management of the ditches and dykes to minimise wildlife disturbance.

- . Protection of historic and archaeological sites.
- . Conservation and management of grazing marsh.
- . Protection of water quality.
- . Consideration of the scale and design of new farm buildings.
- . Concentrate new planting around farms and large-scale farm buildings



Above: South Kesteven Landscape Character Areas: Bourne spans the Fen Margins and The Fens LCAs.

KEY LOCAL LANDSCAPE FEATURES

The eastern and western landscape settings to Bourne are of contrasting character, both equally distinct and important to the location and ethos of the market town.

To the north-west of the town lies Bourne Woods, an ancient woodland that was recorded in the Domesday Book of 1086. It is one of the largest ancient woods in Lincolnshire and, lying as it does along the gently undulating South Kesteven plateau, presents a wooded skyline which is visible for miles when approaching the town from the east.

Under the management of the Forestry Commission from the 1920s the largely native deciduous tree cover has been augmented with large stands of conifers. Today the Forestry Commission encourages natural regeneration of broadleaved trees, and the woodland stands as a valuable asset in terms of landscape, ecology and recreation. Many local residents consider Bourne Woods to be a fundamental part of their reason for living in the parish.

East of the town stretches the extensive and distinctly flat landscape of the Fens. The Bourne Eau rises in Bourne and flows in an easterly direction to join the River Glen at Tongue End. It is an embanked river, its normal level being higher than that of the surrounding Fens. It was navigable in the 18th and 19th century, but now forms an important part of the drainage system that enables the surrounding fen land to be used for agriculture.



Above: Bourne Woods, a popular natural attraction for walkers and cyclists, provide the western edge of Bourne Parish with a beautiful, wooded skyline that can be appreciated from numerous locations along the town's western extents



The Fens – the expanse of the Fens are bisected by the straight, linear profile of Bourne Eau, and cover the eastern half of the parish





6 SETTLEMENT STRUCTURE

SETTLEMENT STRUCTURE

Bourne is arranged around an attractive historic core which has retained its medieval plan form. It is divided by the A15 (Lincoln to Peterborough road) which runs north to south through the town centre, and the B1193 (formerly the A151) as it passes through the town centre east to west. The point at which these roads cross is known as the Market Place.

Radiating out from the historic core in all directions are expanses of more modern residential and employment development, the town having expanded rapidly in the post-war period. The town's perimeter is comprised almost entirely of modern housing estates, most of which branch off from key nodal routes that radiate outwards from the town centre, such as North Road and West Road. Internally, these housing estates typically comprise semi-detached and detached two storey properties evenly spaced along curved roads and cul-de-sacs, and all arranged in a particularly regimented manner. These developments were designed principally to allow easy access by car. Occasional green spaces are the only elements that break-up and bring a degree of openness to these otherwise large, uniform residential areas.

The bulk of the town's built extents are devoted to residential uses. However, Bourne's historic core offers a diversity of retail and commercial properties, whilst the southern parts of town centre are host to Abbey Lawns and Wellhead Park, two unique outdoor spaces that combine to form a recognisable leisure and recreation hub provided by a local charitable trust.

Most of the town's industries are located to the east of the town, largely accessed from Cherry Holt Road, the Spalding Road, and Manning Road.

Complementing the town's built environment are several green spaces and waterways, including St Peter's Pool and the Bourne Eau, which are two of the settlement's attractive natural features and also Car Dyke to the east. In the north-west quadrant of the town, Bourne Woods covers around 300 hectares (741 acres), mostly managed by the Forestry Commission.

Maps provided across the following pages visually communicate the town structure, transport network and development patterns.




It should be noted that the settlement's built footprint is constantly changing due to the ongoing development of Elsea Park in the south-west quadrant of the town, as well as other potential applications to build. The maps have been prepared using the latest OS mapping available at the time of writing. However, not all recent physical change associated with the Elsea Park development may be denoted on these maps.

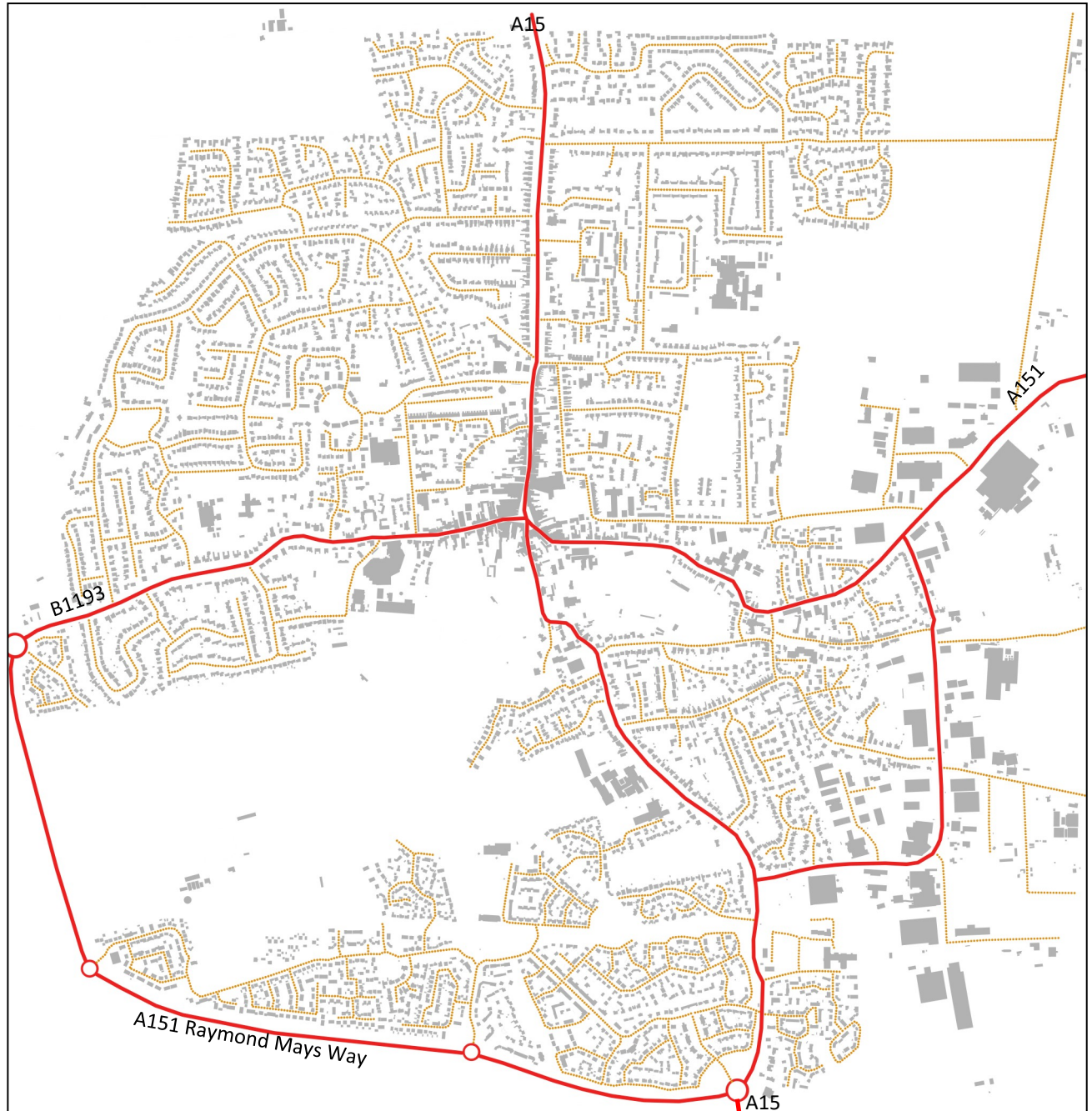


Above: Figureground map showing the compact, fine grain nature of the historic centre, the more coarse urban grain and large building that characterise the industrial eastern areas, and the sprawling residential estates that make up the largest percentage of Bourne's built extents



Above: From Bourne's network of A roads (top) extend a sprawling network of more modest vehicular routes (middle and bottom), many of which are dedicated to facilitating movement into the large residential estates that form the town's outer shell

	Building footprint
	Core road network (A15, A151, B1193)
	Secondary road network



Above: Road network map



Above: Situated in the heart of Bourne, the landscaped Wellhead Park is one of the town's most important green spaces.



Above: Bourne Cricket Club, Abbey Road

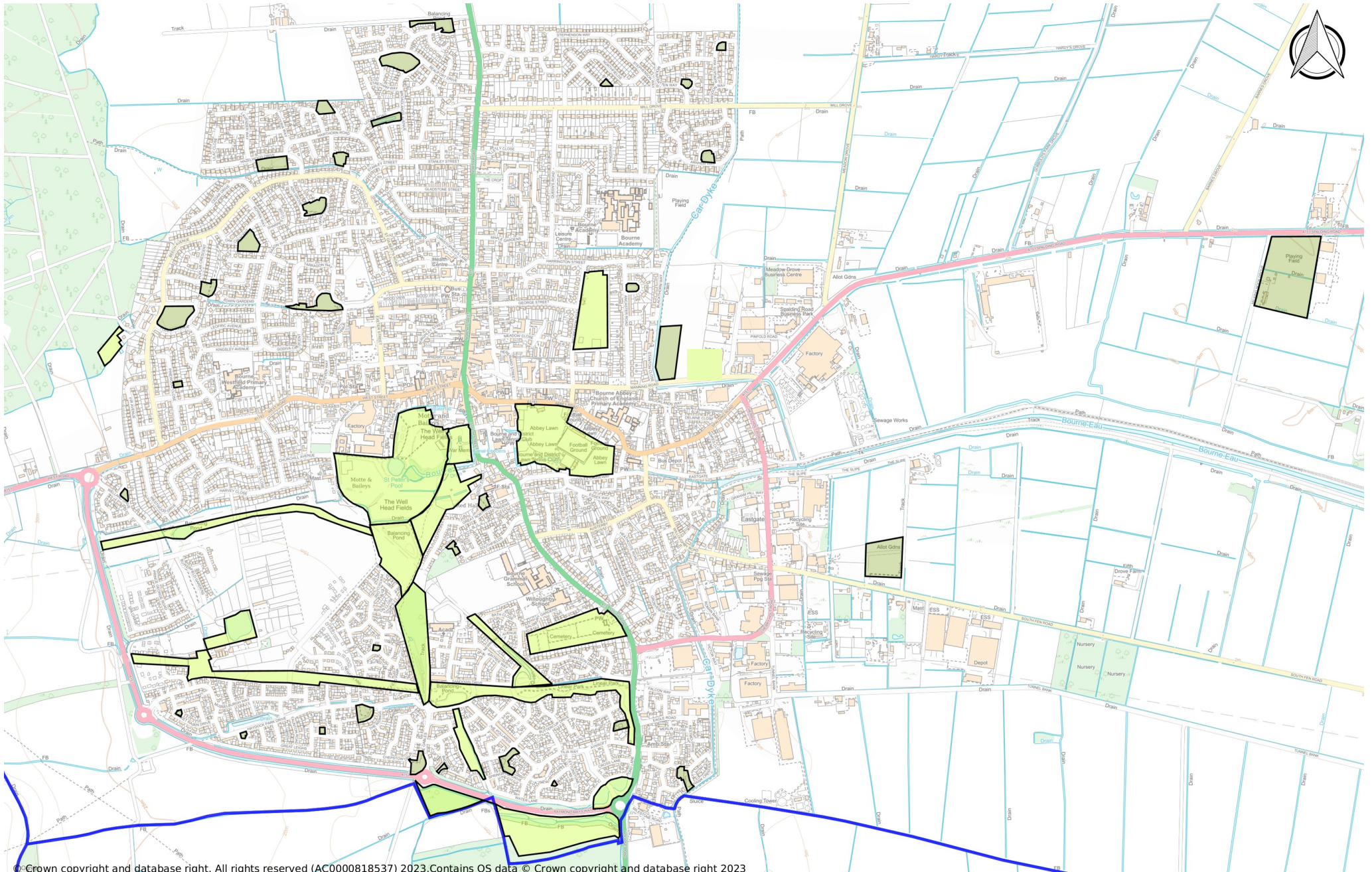


Above: Away from the town centre, there are numerous other attractively landscaped areas interspersed amongst the expanses of residential housing, a notable example being the entrance to the recent Elsea Park housing development



Above: Recreation Road play area

The distribution of open space within the town of Bourne



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







7 BOURNE TOWN CHARACTER AREAS

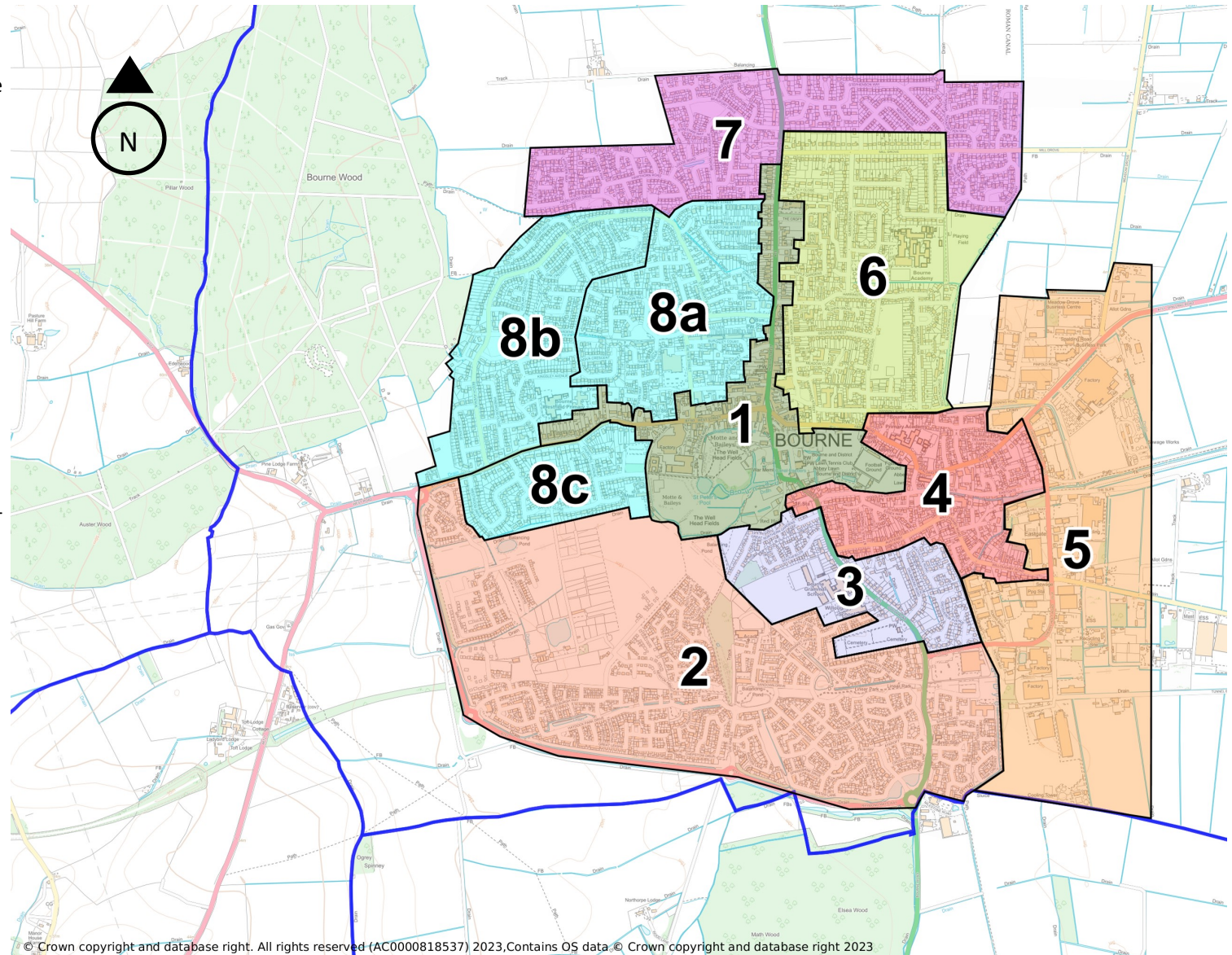
BOURNE TOWN CHARACTER AREAS

The town of Bourne has been divided up into a number of distinct Character Areas for the purposes of a more detailed assessment of the characteristics and features which define them. These eight Character Areas are denoted on the map opposite – Town Character Areas.

The following pages provide an overview of the qualities and locally distinctive contextual features of each area. Negative features worthy of enhancement are also identified. A written overview of the key characteristics of each area is provided, with annotated photographs to help communicate the distinct character of each area.

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.

	CA1: Bourne Conservation Area
	CA2: Elsea Park and the Old Chest Hospital
	CA3: South Road, between Cherry Holt Road and the Austerby
	CA4: East of town centre
	CA5: The Industrial east of town
	CA6: The residential east
	CA7: Beaufort Drive/Stephenson Way
	CA8: The residential west



Above: Town Character Areas Map

Character Area 1:

Bourne Conservation Area

What is a Conservation Area?

A Conservation Area is defined as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. It is the duty of local authorities to designate such areas in order to ensure that their unique character is preserved and enhanced. Designation grants control over demolition of unlisted buildings, strengthens controls over minor development and also gives special protection to trees. It is the quality and interest of an area as a whole, rather than that of individual buildings, which is the prime consideration in identifying a conservation area.

The Bourne Conservation Area was first designated in 1977. Then, as part of an appraisal process in 2012, the original boundary was reviewed and extended to include parts of North Road, West Road, the Red Hall and Abbey Lawns.

Topography

Bourne lies in part on the western edge of the Fens. Whilst there are no steep inclines in the Conservation Area, West Street rises and becomes steeper as it becomes West Road, and Abbey Road falls gently towards the Fens.

Land Use

The central core area is primarily commercial retail with some residential. It includes places of worship, in particular the Abbey Church and its grave yard, whilst the Wellhead Fields and Abbey Lawns provide large areas of open green space close to the centre of town. The West Road and North Road extension areas are almost entirely residential.

Layout

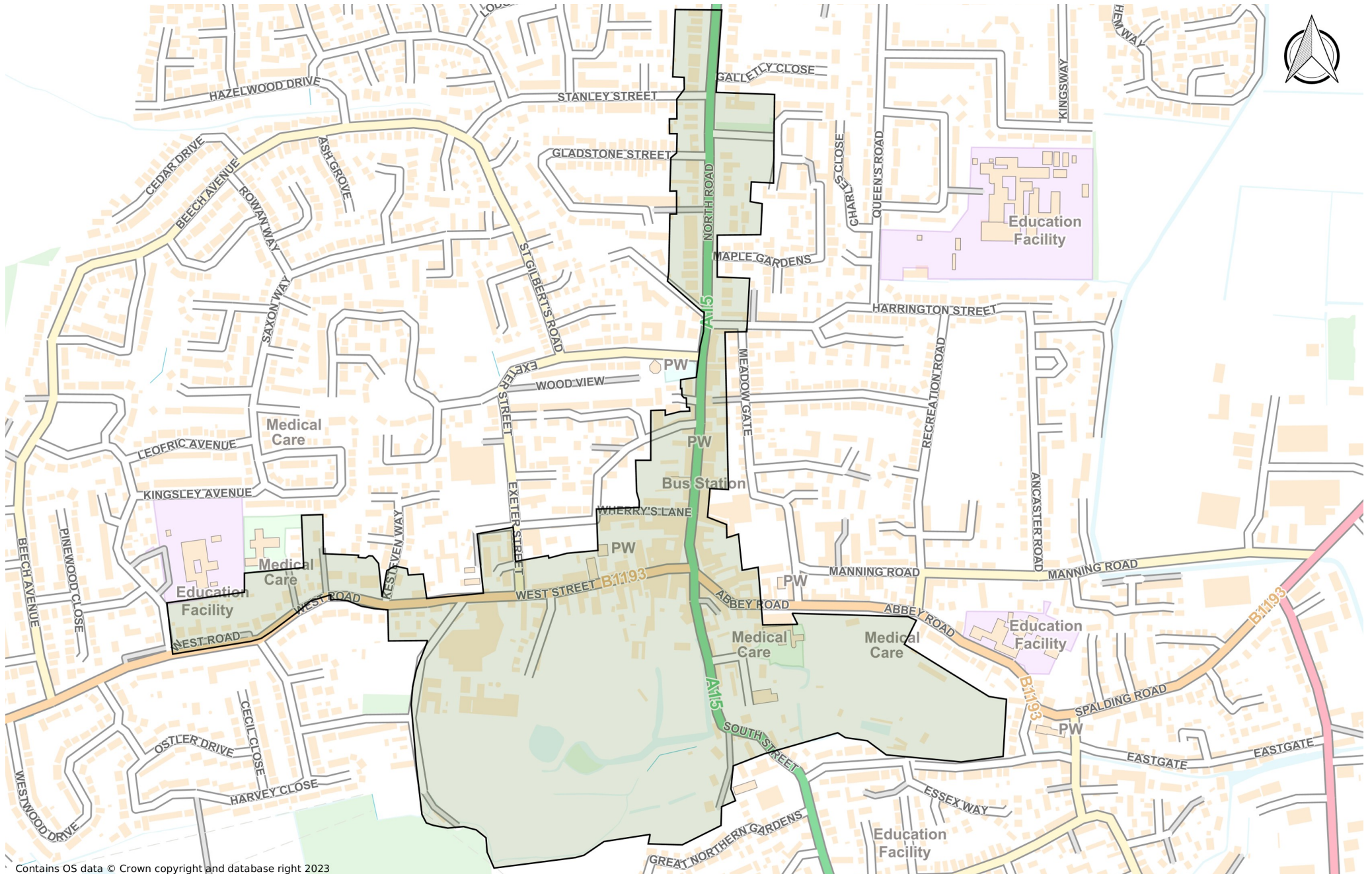
Unplanned growth from Roman, Saxon and Medieval times was based around the crossroads at the town centre. In this core area, apart from parts of West and South Street, buildings form a dense urban layout in which frontages abut the pavement and are interspersed with occasional narrow passages. The narrow street pattern widens substantially at the former Market Place which forms a strong feature at the crossroads. The dense layout of the core area becomes more open towards the far (western) end of West Street, increasingly so in

West Road and North Road where growth became more planned and formal in the 19th century with houses set back from the pavement, creating an open setting.

Spaces

The Wellhead Fields is a large parkland area whilst the Abbey Lawns is chiefly dedicated to sports and is administered by Bourne United Charities; it provides the venues for the town’s football club, tennis club, cricket club, outdoor bowls and petanque clubs, as well as the near Olympic-sized outdoor swimming pool and a skateboard park. The former Market Place at the centre of the Conservation Area is the most dramatic open space in the built environment. A number of car parks, including the one at the rear of the Corn Exchange which now houses the market on Thursdays and Saturdays, provide more open space within the built environment.

CHARACTER AREA 1



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Buildings



Above: Baldock's Mill

Buildings have a little medieval fabric but mostly derive from the 17th, 18th and 19th centuries. 17th and 18th century fabric is often disguised with later shopfronts. Buildings in the central core area are mainly detached or semi-detached and are set close together or terraced. Materials are stone or brick, sometimes rendered. Brick is mainly a characteristic orange red, with deeper reds in older buildings. Roofs are mainly slate, stone slate (Collyweston) or pantiles, with some modern concrete tiles. They are pitched with straight gable ends, many with dormers and prominent chimney stacks. There are also a few examples of mansard roofs in the town centre. The great majority of windows are hung or sliding sashes, and mostly timber. Earlier buildings and those with mullioned windows have case-ments. Replacement windows in plastics are strong detractors, and noted as such in the Conservation Area Appraisal.

The passageway, Wherry's Lane, between North Street and Burghley Street has been redeveloped in recent years (completed 2019) to provide some shop units and modern residential accommodation, mainly apartments, in the town centre. (Also referred to in CA 8a)



Above: Outdoor Swimming Pool

Landmarks

Water features, namely St Peter's Pool on the Wellhead and various courses of the Eau, are strong landmarks, particularly so the Eau where it runs alongside South Street, defining the southern approach to the town centre. Strong built features include the Abbey Church, the Red Hall, Baldock's Mill on the Eau, and the War Memorial, all to the south of the town centre. The former Town Hall, warehouses and granaries (now converted into residential flats) are all reminders of Bourne's agricultural history.



Above: War Memorial



Left: St Peter's Pool. Source of Bourne Eau in Wellhead Fields.

to maintain a colourful display in an array of planters around the town centre. There is a cycle rack outside the Burghley Arms, pedestrian crossings and traffic lights.

Views

Important views within the Conservation Area, are referred to in the Bourne Conservation Area Appraisal and Management Plan (2012). In addition, the following views, highlighted on the map on page 38, are important:

- A. Abbey Church from Church Walk looking south
- B. The tower of Abbey Church and Market Place from North Street
- C. The former Lloyds Bank, the Burghley Arms and the Town Hall from the top of South Street
- D. The Town Hall from West Street
- E. North Road from the top of North Street
- F. West Road from West Street.

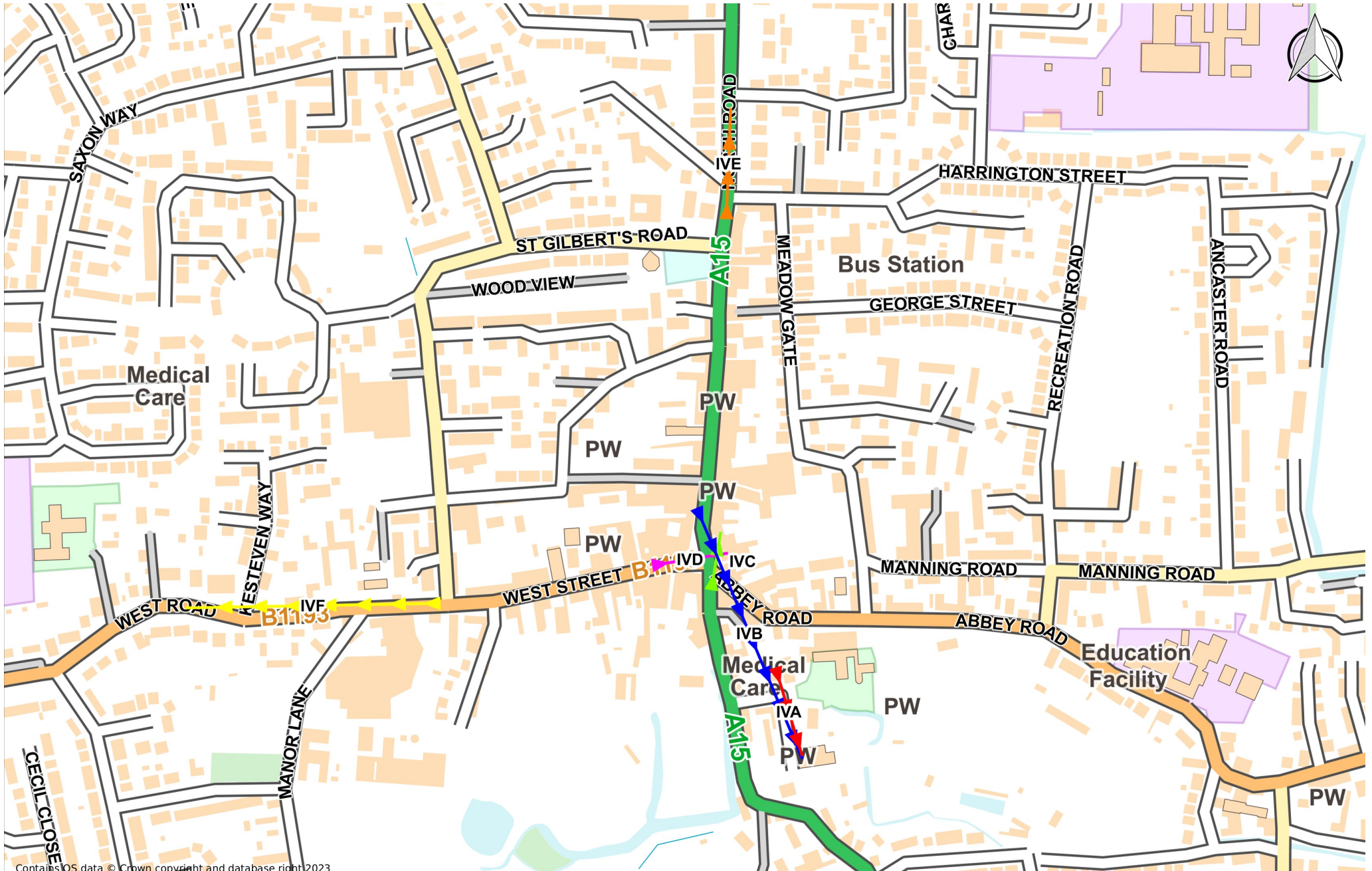
Green and Natural Features

The Bourne Eau and associated water features, including St Peter's Pool on the Wellhead Fields, are key visual elements of the landscape as are trees and hedges within the Wellhead Fields, Abbey Lawns and along Church Walk. Open spaces and large private gardens adjacent to Church Walk, including the Abbey churchyard and grounds of The Cedars Care Home and Bourne Eau House, include visually significant trees, some of which have Tree Preservation Orders. Trees and hedges also make an important contribution on the periphery of the town centre, most notably along West Road and North Road where a lower density of development emerges within which buildings are set back from the pavement and grass verges with highway trees create a more verdant landscape. Of particular note is the impressive tree-lined entrance to The Croft on North Road; this includes trees which are the subject of a Tree Preservation Order set in a large area of open space.

Streetscape

Patches of cobble remain in the Angel Precinct. On the broader section of pavement at the corner of West Street with North Street are two information boards, a telephone box and a large post box, as well as a rectangular planter. Great efforts are made by the town council

Map of Important Views within Character Area 1 (in addition to those identified in the Bourne Conservation Area Appraisal and Management Plan (2012)). A photograph of each view can be found on the next page.





Above: View A. Abbey Church from Church Walk looking south



Above: View B. The tower of Abbey Church and Market Place from North Street



Above: View C. The former Lloyds Bank, the Burghley Arms and the Town Hall from the top of South Street



Above: View D. The Town Hall from West Street



Above: View E. North Road from the top of North Street



Above: View F. West Road from West Street

Character Summary

The following represents a summary of the key characteristics and attributes that define the Conservation Area:

Characteristics	Character Area Details
Land Use	Primarily commercial in the core area, residential further out, with recreation in the green areas.
Layout	Dense urban layout centrally around the cross-roads; more open in the more peripheral parts.
Spaces	The Market Place - the focal point of the Conservation Area; the area now used to hold the Thursday market, tucked in behind the Old Town Hall and Corn Exchange; the Wellhead Fields and the Abbey Lawns.
Green and Natural Features	The Bourne Eau; trees within the Wellhead Fields and the Abbey Lawns; trees along Church Walk and on adjoining sites; and the trees and grass verges which line parts of North Road and West Street.
Buildings	Phased development reflective of economic, social and environmental changes through time, radiating from the town centre. Here, buildings mainly of the 17 th , 18 th and 19 th centuries, semi-detached and detached or terraced, front onto pavements. Traditional craftsmanship is embodied in original building materials and architectural features. High quality 19 th and 20 th century development along North Road and West Road; largely detached or semi-detached, well-spaced, of Victorian, Edwardian, Arts and Crafts, and inter-war design.
Landmarks	Water features, especially the Bourne Eau as it flows alongside South Street, and its bridge. The Abbey Church, the Red Hall, Baldock's Mill, the War Memorial, the Old Town Hall and Bourne Eau House.
Positive aspects of character	Bourne's historic town centre retains its Medieval plan

form and has Conservation Area status. It includes a Scheduled Monument, listed buildings and other buildings of more local, historic interest identified in the inventory of non-designated heritage assets.

There are highly significant archaeological remains within the area including the Wellhead Fields, Bourne Castle (a Scheduled Monument), St Peter's Pool and the remains of the Abbey.

Important landmarks include the Old Town Hall in Market Place; the Abbey Church in Church Walk and both the War Memorial and Bourne Eau House in South Street.

The area includes much of the town centre and includes retail development, services, leisure, car parking, housing and other uses.

The Wellhead Fields and Abbey Lawns provide major sports and recreational facilities close to the heart of the town centre.

There are several important views within the Conservation Area which are highlighted on the map on page 38. These are in addition to those identified in the Bourne Conservation Area Appraisal and Management Plan.

The area includes parts of West Road and North Road, which are principal routes and gateways into the town. Along North Road and east of the West Rd/Kesteven Way junction, various features contribute positively to the verdant street scene including grass verges, highway trees and front gardens with associated trees/hedges.

Negative aspects of character

Modern shopfronts, overly large fascia signs, the use of plastic window frames and doors and the replacement of slate roofs with concrete tiles are all examples of works which can detract from the character of the area and the quality of individual buildings.

The views of the listed Red Hall from South St are obscured by existing development.

The Old Grammar School, a listed building within the grounds of the Abbey churchyard, is vacant and deteriorating.

Some post-war buildings within the Conservation Area have flat roofs and window detailing out of keeping with the streetscape.

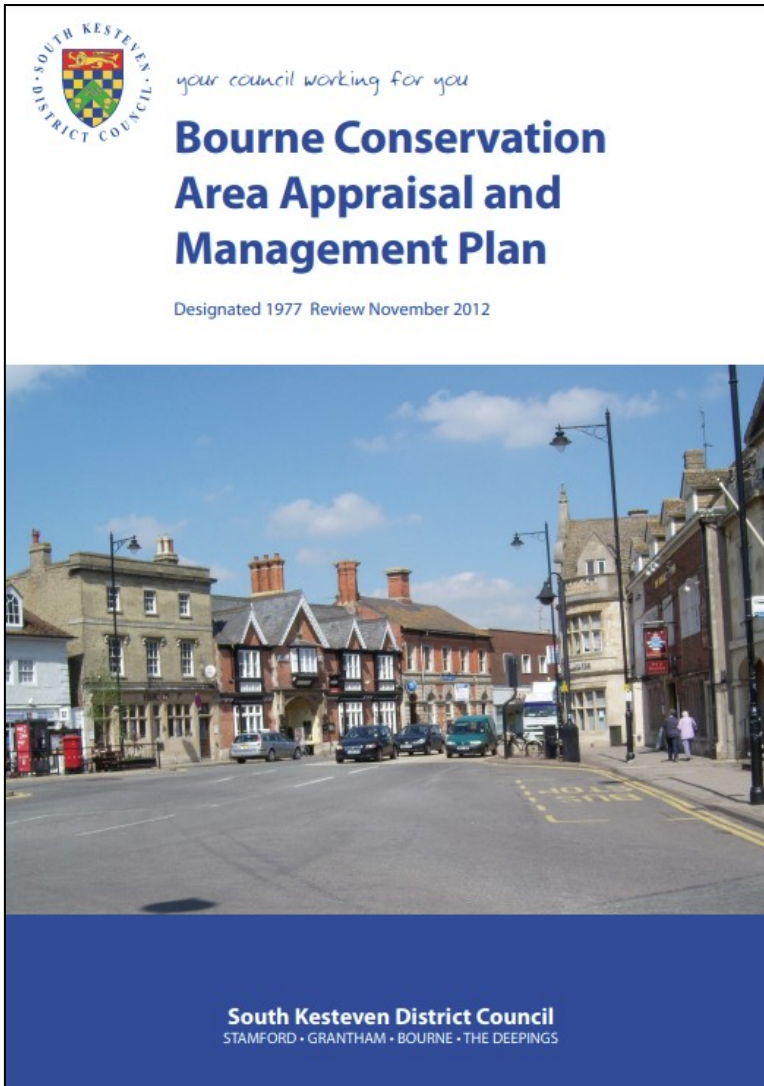
The quality and enjoyment of the Market Place and key streets within the town centre is undermined by the volume of traffic, including many heavy goods vehicles. Traffic levels are exacerbated at times by roadside parking whilst narrow pavements and the absence of segregated cycle lanes further detracts from the safety and attractiveness of the centre.

Several junction boxes and other items outside the Burghley Arms create a cluttered appearance within the street scene.

The electricity distribution site and industrial premises on Manor Lane are prominent features which detract from the setting of the Wellhead Fields.

Along North Road, the removal of traditional boundary treatments and front gardens to provide off street parking is having an incremental, negative impact on the visual appearance of the street.

A more detailed and comprehensive record of the distinct qualities and defining features of the Conservation Area can be found in the associated 'Area Appraisal and Management Plan' produced by South Kesteven District Council. This document (available on SKDC's website at www.southkesteven.gov.uk) should be reviewed by anyone bringing forth development proposals or considering making changes to existing properties within the Conservation Area. In addition, the [Bourne Shopfront Design Guide](#), which is also available on the SKDC website, offers practical advice on the approach which should be adopted when alterations to shopfronts are being considered, with a view to preserving and enhancing the character of the town.



The image shows the cover of a report titled 'Bourne Conservation Area Appraisal and Management Plan'. At the top left is the South Kesteven District Council logo, which includes a coat of arms and the text 'SOUTH KESTEVEN DISTRICT COUNCIL'. To the right of the logo is the tagline 'your council working for you'. The main title 'Bourne Conservation Area Appraisal and Management Plan' is written in a large, bold, blue font. Below the title, it says 'Designated 1977 Review November 2012'. The bottom half of the cover features a photograph of a street scene with traditional brick buildings and a clear blue sky. At the very bottom, there is a dark blue banner with the text 'South Kesteven District Council' and 'STAMFORD • GRANTHAM • BOURNE • THE DEEPINGS' in white.



Above: Negative aspect: flat roof, West Street



Above: North Road

CHARACTER AREA 1—IMAGE GALLERY



Above: Mansard roof on Abbey Road



Above: Westbourne Villas on West Road



Above: Shippon Barn



Above: The War Memorial stands upon a stepped base within the grounds of Bourne's Memorial Gardens



Above: Wellhead Cottage was built in the early 18th century on the site of a Norman castle, built by Baldwin Fitzgilbert. The castle was used by Cromwell's troops in 1645 but had already fallen into ruin, the stone reused in buildings around the town, including the Shippon Barn (above)



Above: Bourne’s historic central street network is enclosed by a multitude of handsome historic properties, which are typically of either brick or stone construction, and are usually set close together, making for well-defined street edges and an enclosed townscape character



Left: Red Hall



Right: Bourne House

Character Area 2:

Elsea Park and the former Chest Hospital Site

Topography

The land occupied by these sites is mainly flat, with a slight incline up towards the limestone ridge of the Kesteven Uplands to the west. The natural springs which arise on higher ground flow through the area eastwards towards the Fens.

Land Uses/ History

Development on Elsea Park commenced around the year 2000; over 3000 homes have been built to date and the site continues to be developed. The A15 (Peterborough to Lincoln) road forms the eastern boundary and the Raymond Mays Way (A151) its southern and western boundary. The area is split into ten building zones, each zone being developed by different companies to provide a mixture of 2- to 5-bedroom houses, detached and semi-detached. There are also terraces, apartment blocks, and bungalows, with some social housing. The infrastructure includes a primary school, a community centre with an outdoor play facility, an outdoor floodlit sports facility, and a parade of three retail outlets. Apart from these and some small office blocks the majority of buildings are residential.

Two large ponds with fountains at the main entrance to the estate off the A15 form part of the flood control measures for the estate. Excess water is channelled through a series of attenuation ponds sited in the open green areas which run through Elsea Park.

Elsea Park covers some 300 acres of land to the south-west of Bourne, close to the parish boundary with Thurlby. The wetland area, part of a nature reserve created to provide a buffer zone between Math and Elsea Woods SSSI and Raymond Mays Way, lies just within the parish boundary to the south of the road.

The Old Chest Hospital Site was developed before work began on Elsea Park and lies on the eastern side of the A15. The land was formerly occupied by the Chest Hospital and still houses the ambulance station. A dyke borders the southern side of the site and forms part of the parish boundary, (the Sugar Mill pub, Lidl supermarket, McDonalds and the garage with convenience store are within Thurlby parish but serve the town of Bourne), whilst the Car Dyke forms an eastern boundary for this estate. On the northern side, leading off Eagle Road/ Falcon Way, is a large care home, two office blocks sited at the junction of the A15 with Ea-

gle Road, and a block of flats which is accessed from Falcon Way.

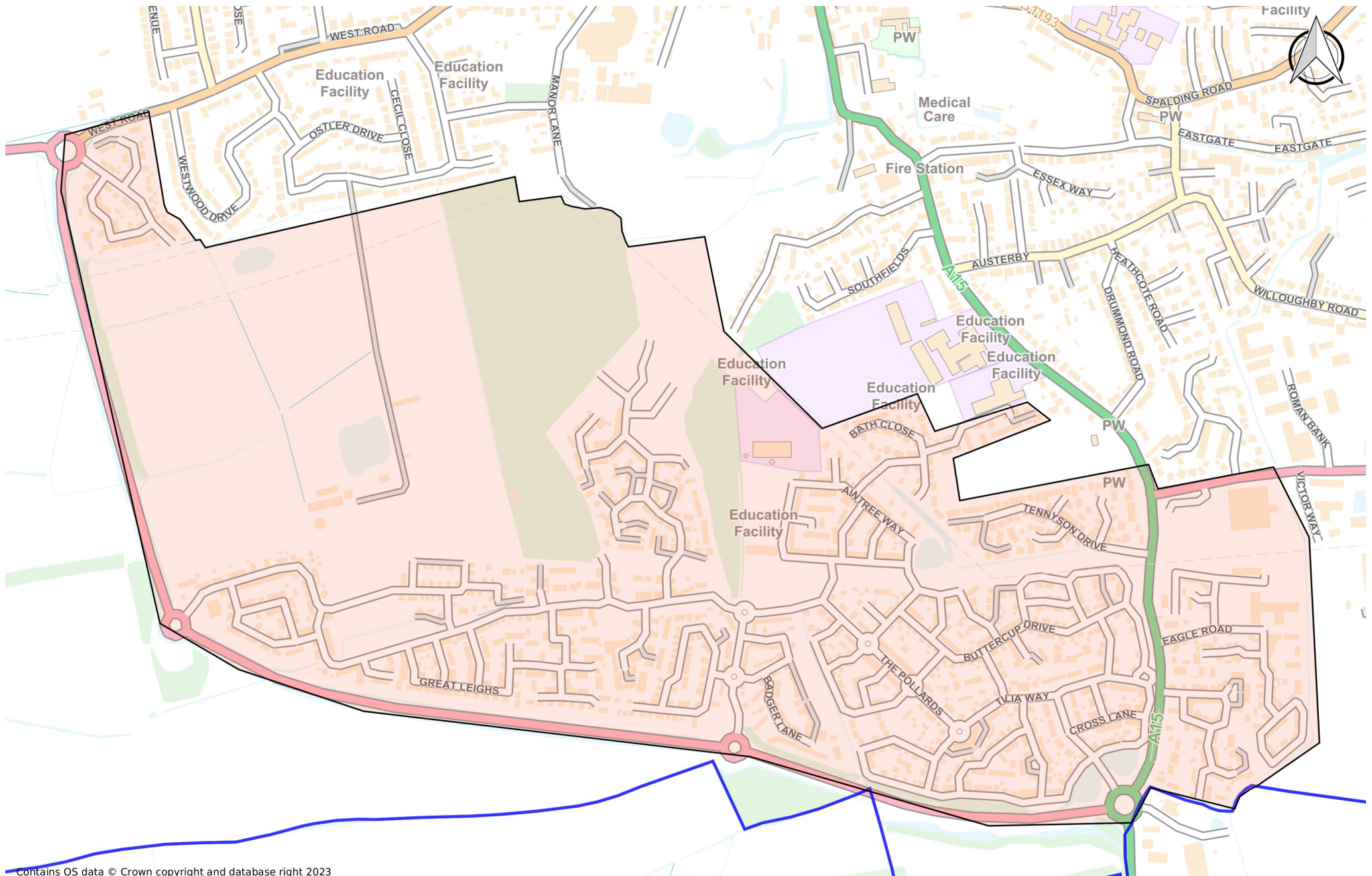
Layout

The Elsea Park and Old Chest Hospital developments have a much higher density layout than the earlier, post-war estates in Character Areas 6, 7 and 8. The layout varies as does plot size and the relationship between buildings, open spaces and routes. Within Elsea Park the layouts range from terrace-lined streets to blocks of flats, semi-detached and detached properties of varying character. Houses are arranged around a network of avenues and cul-de-sacs. Gardens are predominately small compared with those in the earlier estates. Wide green corridors mark the path of the high pressure gas pipeline and overhead electricity cables.

Roads, Streets and Paths

The Elsea Park estate is accessed by car from entry points off the roundabouts on Raymond Mays Way and the roundabouts at the junctions of Raymond Mays Way with the A15 and the A151. The main routes through the south-east section are Tillia Way and The Pollards and various smaller roads weave through the estate, providing vehicular and pedestrian access to all properties. Some of the pre-existing footpaths have been incorporated into the landscaping for the estate. Road widths vary depending on location, from the broad tree-lined avenue that is The Pollards to much narrower, constricted, access roads with little separation between frontages. Road surfaces are predominately of tarmac but some are brick or block paved. Streets winding through the development provide alternative approaches for residents.

CHARACTER AREA 2



Left: The Pollards, a broad, tree-lined avenue



Spaces

A number of green open spaces are incorporated into the layout of the Elsea Park estate. Of note is the wide green corridor which runs through the site from east to west along the route of the high pressure gas pipeline. The attenuation ponds and drainage ditches are also incorporated within green areas, with some landscaping. A multi-purpose (3G) sports pitch and other recreational facilities are located on the western side of the estate and small play areas or landscaped spaces with seating are also provided. Car park spaces are linked to the school, community centre, and the shops.

On the Old Chest Hospital development there are two green open spaces, surrounded by railings and incorporating a balance pond. The ambulance station has a large open space by the garages and some parking is provided for first floor flats above garages. Car parking and green space is also provided around the care home, with more open ground bordering the Car Dyke.

The Old Chest Hospital development has some areas of block paving; a narrow, winding lane threads through the whole estate. Eagle Road, which is in effect the northern boundary of the Old Chest Hospital site, gives rise to Falcon Way which meanders through this area to the south of the Tesco Superstore site.



Above: Mature trees, The Eagles

Buildings

The work on Elsea Park began in 2000 with different developers building the different sections. Housing designs are generic, loosely based on Georgian and Victorian styles, which do not reflect the local Lincolnshire vernacular but, because each of the development companies have a different palette of designs, there is some variation across the estate. One of the most distinctive areas is at the entrance to the estate from the roundabout on the A15 in the south-east. An assortment of house designs, all individual in proportion and design, from formal traditional to cottage style, line the Quay.

There is a mixture of 2 and 3 storey buildings: detached, semi-detached, terraced, apartment blocks, and social housing, with 2 to 5 bedrooms, as well as a number of bungalows and studio flats above garages. Some buildings resemble Georgian or Victorian double-fronted styles, others cottages; there are some large executive homes and a good share of affordable homes.

Some of the earlier construction was timber framed, clad with brick of varying colour; more recent developments have used more traditional building methods, with breeze block, cavity and brick. Brick colour and texture varies greatly through the individual sections of the estate, and in parts reconstituted stone has been used. Some properties have distinct architectural features such as string courses, quoins, porches, bay and bow windows.

Roof designs are mainly ridged with vertical gable ends, orientated both parallel to and facing the street, but some homes have hipped roofs. Few houses bear chimneys and, when they do, they are mostly prefabricated chimneys. Windows are overwhelmingly vertically orientated with either top-hung or side-hung casement openings, and not sash or picture windows, with brick or stone lintels of varying design. Some roofs have gabled dormers.

The properties that have both chimneys and deep eaves tend to enhance the character of the estate, helping to blend the house designs on the estate with those of traditional buildings within the Conservation Area on West Road.

The earlier development of Tennyson Drive, just south of the cemetery, consists of traditional style houses of red or dark brick, gable ended roof lines, tile cladding, and other decorative features.

The Old Chest Hospital development is of particularly high density and not in keeping with the general feel of the town's residential areas; it is at odds with the market town character of Bourne and its older properties. It consists of flats over garages and narrow mews or town

houses, without footpaths. There are also large executive homes in a walled gated area. The brickwork is in red or buff and roofs are either gabled or hipped, with a ridge. Tiles are of concrete and there is some tile cladding. Windows are mainly casements, with some sash windows, and have stone lintels and window sills.



Above: Tennyson Drive

Landmarks

The key landmark for the Elsea Park development is to be found at the south-east entry off the A15 on the southern edge of the town. The entrance off a large roundabout leads over a small, block-paved bridge/roadway into what was the first area of the estate to be developed. The bridge is flanked by two ponds, with fountains, which act as an overflow facility during periods of heavy rainfall. Both ponds are overlooked by south-facing housing. Other

landmarks include the small shopping forum at the south-western roundabout and the Community Centre and school. The western entrance via the roundabout on the A151 is marked by two very distinctive dwellings with projecting bays. A number of children's play areas, dotted around the estate, may provide landmarks for the residents.

At the Old Chest Hospital site a post box, a bus stop on the A15, the ambulance station and care home provide minor landmarks.

Green and Natural Features

A number of green open spaces and corridors, often planted with shrubs and small trees and containing attenuation ponds to mitigate flooding, provide areas for recreation and wildlife on Elsea Park. The spinney (Wherry's Spinney) that backs onto the primary school is wooded, with a mix of ash, oak (including one very old oak) and an understorey of elder, hawthorn and blackthorn; it is beneficial for both wildlife and recreation. The nature reserve and wetland areas on the south side of Raymond Mays Way and the two ponds at the southern entrance to the estate form part of the water management system, as do the natural streams and dykes, running west to east through the area. A wildlife corridor, some 20m. wide and incorporating a stream/ditch, has been allowed to rewild and effectively connects the conservation area with the Spinney, via the attenuation pond close to the Community Centre. A further green area incorporates the large pond referred to as the Klondyke Lake.



Above: Elsea Nature Conservation area

Some mature trees around the estate make fine statements and soften building lines. Hedging within the estate also has a softening effect on the lines of streets and concrete, whilst the now well-grown hedges along the Raymond Mays Way and South Road help to reduce road noise and pollution.

The eastern boundary of the Old Chest Hospital site runs along the banks of the Car Dyke (the Roman waterway). There are two green areas within the estate, both fenced off and containing a large balance pond. The fine mature oak trees are protected by Tree Preservation Orders. There is also a green open space to the south of the Tesco superstore, bordering Car Dyke, under the line of pylons.

Streetscape

Street lighting in this area is mainly of standard design, with a small number of antique style lamps in one particular development area. There is a limited provision of benches and other seating. Roads are mainly tarmac surfaced; footpaths are with or without an outer grass verge. Signage is limited, making the development difficult to navigate. Boundary treatments are often open; properties front onto the pavement or have very short frontages and driveways. Curved hedging and brick walls provide some privacy for small back gardens.

The Old Chest Hospital site has a street scene that is even tighter and more densely built. There are few pavements, areas for parking or driveways. The setting is more akin to that in a town centre, with very little space for greenery and gardens. The mature trees make a valuable contribution to the ambience of the estate.

Views

Properties on the western side of Elsea Park have views towards the Kesteven Uplands. Those on eastern and southern sides look out towards the fenland or Math and Elsea Woods. However the views for most dwellings within the estate, unless overlooking some of the open green spaces, are restricted by the close proximity of other buildings.

Homes on the eastern side of the Old Chest Hospital site look out onto Car Dyke and the row of poplar trees on the far side.

Character Summary

Land Use	Both sites are primarily residential. On Elsea Park the infrastructure includes a primary school, community centre, a sports facility, outdoor play areas and a parade of three shops. The Old Chest Hospital/Falcon Way site, whilst mainly residential, incorporates an ambulance station, office blocks and a care home.	Green and Natural Features	bordering Car Dyke, and further parking provision around the office blocks. Green, open spaces as above, with some shrubs and trees and incorporating attenuation ponds and streams or dykes. Wherry's Spinney, adjacent to the primary school, links up with green areas further north to form a wildlife corridor extending towards the Wellhead Fields. The conservation area, with wetland and wildflower meadow, which forms a buffer zone for the Math and Elsea Woods SSSI, lies along the southern parish boundary with Thurlby Parish.
Layout	High density housing along both linear and winding road layouts, with cul-de-sacs. Most gardens are small, frontages are narrow.	Positive aspects of character	The area provides a mix of house types, sizes and tenures. Elsea Park includes a strategic network of multi-functional green infrastructure which offers a wide range of benefits including recreation, wildlife conservation, flood alleviation and enhances the landscape setting of the development. Prominent amenity areas of South Road act as positive features within the landscape particularly where planted with trees.
Buildings scale/appearance	1, 2, and 3-storey detached, semi-detached, terraced houses and apartments, with some bungalows; mostly of brick, some of reconstituted stone. Some variation in design but generic in character, and often of high density.		Wherry's Spinney is a key feature of the landscape within Elsea Park and is protected by a Tree Preservation Order (TPO). A further TPO covers trees on the former hospital site east of South Rd.
Roads, Streets and Paths	Road widths vary but are often narrow and constricted, with insufficient off-road parking. Footpaths and cycleways can be followed through the green corridors along the lines of the gas main or overhead cables.		Quayside and the adjoining lake with fountains at the Raymond Mays Way/Tillia Way junction form a pleasing gateway to the Elsea Park development.
Spaces	<p>Green open spaces incorporated into the Elsea Park Estate include the wide green corridor running west-east along the route of the high pressure gas pipeline, and the more natural Wherry's Spinney; a multi-purpose sports pitch, small play areas and landscaped areas with seating. Car parking areas at the school, shops and community centre. School playground and sports ground.</p> <p>To the south side of Raymond Mays Way a large conservation area with wetland and meadows provides a buffer zone for Math and Elsea Woods SSSI.</p> <p>The Old Chest Hospital site has a large open space by the ambulance station garages and two grassed areas with some mature trees and a balance pond. There is car parking and a green space around the care home and</p>		There are several important community facilities within Elsea Park including the community centre, the artificial turf pitch and the primary school. There is also a small parade of local shops whilst to the east of South Rd there is a large foodstore and the ambulance station.

Within the Elsea Park development there are public foot paths across Raymond Mays Way into the countryside and through Wellhead Fields towards the town centre.

Raymond Mays Way acts as a southern bypass while South Rd forms a principal route into the town. Substantial planting adjacent to these roads provides screening and aids the reduction of traffic noise.

Negative aspects of character

Whilst there is some variation in house types and architectural detailing due to the involvement of several volume housebuilders, properties are built to standard, generic designs with no reference to local vernacular.

The net density of development is relatively high compared to other areas on the outskirts of the town and roads are sometimes narrow leading to parking on pavements and consequential inconvenience to other road users, particularly pedestrians.

Sections of pedestrian routes from Elsea Park towards the town centre and other areas of the town are unlit, which detracts from their use after dark.

There are no direct pedestrian/cycle links between the residential development east of South Road and the Car Dyke public footpath or to the industrial development east of Car Dyke.



Above: Parking on pavements in Elsea Park leads to inconvenience for pedestrians

CHARACTER AREA 2—IMAGE GALLERY



Above: Character Area 2 is comprised primarily of residential properties across which building typology, scale, materials spacing and architectural detailing varies



Above: Character Area 2 benefits from a landscaping scheme which provides an array of green and natural features that both enhance the overall aesthetic of the area whilst also offering recreational and ecological benefits

Character Area 3:

South Road

This area incorporates land both to the west and east of South Road. On the west side, it includes land between Great Northern Gardens and the Cemetery while on the east side it is bounded to the north by Austerby, to the east by Car Dyke and to the south by Cherry Holt Road.

The 1906 O.S. map shows this region to be outside the built area of the town; it consisted mainly of farmland and orchards, with farm houses accessed from the Austerby, Willoughby and South Roads. Other than these farm buildings all development has occurred since then.

Topography

This area sits on the western margin of the Fens and is mainly flat. On its eastern edge lies the Roman-built Car Dyke.

Land Use

Much of this area was used for agriculture or agricultural industry right up to the 1980s. It is now primarily residential on the eastern side of the A15 (South Rd), with land on the western side occupied by the cemetery and two schools and their playing fields; and an area of residential development within which there is a nursery for young children.

Layout (including roads, streets and routes)

A number of residential estate roads now emanate from the A15 (South Road) and Cherry Holt Road. The layouts vary with the age and developer of each estate.

South Road is the main approach to Bourne from the South and was once the Southern Turnpike. On both sides of the road the properties are set back, often with a narrow grass verge between the boundary line and the pavement. Back gardens vary in size, some being

much larger than others. A footpath located directly south of Willoughby School provides a link into Salisbury Gardens and the Elsea Park development beyond.

Located to the west of South Road are the small estates of Southfields and Great Northern Gardens.

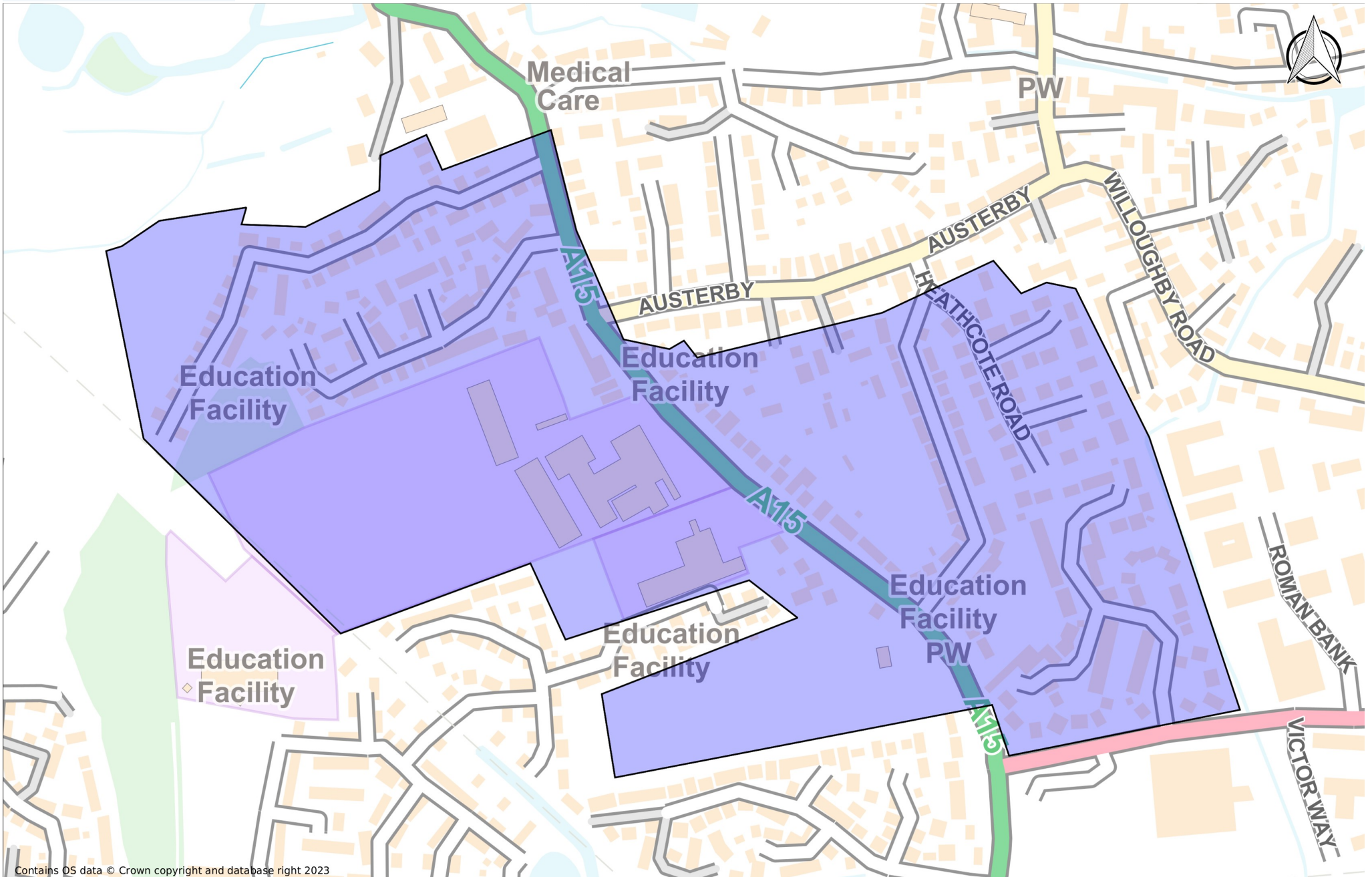
Great Northern Gardens has been developed since 2010 on land once occupied by Wherry's cereal and grain stores. It consists of a winding cul-de-sac which also serves more recent dwellings on Ivatt Close. The pavement on one side of the road terminates outside no 44. The development is of a relatively high density with dwellings generally positioned on narrow plots in very close proximity to the highway boundary. Many houses on the northern side of the road back onto the Red Hall gardens or the meadow to their rear. There is a footpath which provides a link to South Street across the open space adjacent to the children's nursery.

Southfields was developed on a former timber yard and meadow in the 1990s and consists of a curving cul-de-sac which also provides access to several, smaller culs-de-sac. Some of the houses at the easternmost end of Southfields are served by shared, brick-paved drives. Dwellings are mainly detached, and plots are wider than on Great Northern Gardens with buildings set back further from the road but with rear gardens of similarly restricted depth. A public footpath crosses the open space to provide a link to Ivatt Close and Wherry's Spinney beyond.

To the east of South Road are located the small estates of Drummond Rd, Heathcote Road and Dorchester/Grosvenor Road.

Drummond Road curves round from South Road to exit onto the Austerby. Here the front gardens and overall plot sizes are smaller than along South Road, though the building line, which follows the road curvature, is consistent. Rear gardens on the west side of the road back onto and enclose a large green area that extends from an older farmhouse situated off a track from the Austerby.

Heathcote Road, which conflues with Drummond Road near its junction with the Austerby, is a cul-de-sac from which the smaller cul-de-sacs of Bishop's Close and Abbot's Close emanate. At the turning-head adjacent to nos 27 and 32 Heathcote Road there are footpath links to Drummond Road and Grosvenor Avenue. Heathcote Road has front gardens open to the pavement, and evenly spaced properties.



The Dorchester/Grosvenor Road estate takes the form of a cul-de-sac accessed by vehicles from Cherry Holt Road. It is developed around curving roads with offshoot cul-de-sacs. The properties are spaced to fit in with the curvature of the road, some houses having their side walls aligned with the pavement. Plot sizes vary accordingly. Both estates, because the buildings are set back from the road and gardens open onto the pavements, have an open vista.

Spaces

Significant spaces include the cemetery; land within the curtilages of the schools, including playing fields; the Car Dyke along the eastern boundary of the area; and an area of open space directly west of Great Northern Gardens. There are also several smaller areas of open space which include land:

- Adjacent to no 53 Southfields;
- at the junctions of South Road/Great Northern Gardens and South Road/Southfields;
- adjacent to the Children's Nursey and no 14 Great Northern Gardens; and
- on the corner of Drummond Road with Heathcote Road.;



Left: Southfields entrance



Above: Chapel in South Road Cemetery



Above: Green space, Great Northern Gardens



Above: Bourne Grammar School

Buildings

South Road - eastern side

The eastern side of this section of South Road is bordered mainly by bungalows with hipped roofs, built of red brick in the 1950s with narrow chimneys, grey clay tiles, and with garages largely set back from the main house. In the last decade many have been modified, some with extensions to the rear, a number extending down the side. Most maintain a spacing equating to the width of garage or driveway between properties. Closer to the Austerby junction is a pair of older semi-detached houses with pitched roof and front porches, garages set back to the sides. The three detached houses to the north of these are typical of the 1970s, with bay windows, hipped roofs, in pale brick. South of Drummond Road are two larger houses of individual design, again 1970s, in pale brick, sitting in quite large plots.

Drummond Road estate

This development, dating from the 1960s, features a mixture of bungalows and houses, both detached and semi-detached, mainly in pale brick with shallow-sloped roofs and brick chimneys. All the windows are now of uPVC.

The Heathcote Road estate

This consists predominantly of bungalows, many of which are semi-detached. The estate was built in the 1990s in dark red brick with red clay roof tiles on shallow roofs, and dark wood-effect uPVC windows. There are gablets over windows, no chimneys.

The Dorchester/Grosvenor Road estate

Developed in the 1980s/90s, this has a Spanish hacienda theme with a mix of bungalows, individual and semi-detached houses. The larger bungalows have a veranda overhung by a sloping roof. Many two-storey houses have parallel, vertical timbers breaking up the front walls, and white-rendered or clad square bays. Most are built of ochre or pale brick.

South Road – western side

This section of South Road and its hinterland is dominated by two schools, their playing fields, and the town cemetery. The much enlarged Grammar School comprises a mixture of building styles, varying from the flat-roofed 1950s/60's central block in pale brick and the 1990's red brick with sloping roofs to the grey, industrial, two-storey science block with metallic roof that was finished in 2017 and blocks off the view of the Kesteven Uplands from the road.

The Willoughby School to the south also comprises a number of extensions.

To the south of Willoughby School, the oldest houses on South Road are a pair of semi-detached properties which appear on the 1906 map. The three large, detached houses between these and the cemetery were built in the late 1980s/early 1990s, of red brick with shallow hipped roofs.

Within the cemetery grounds is the Victorian Chapel of Rest and the Ostler Memorial Fountain, both Grade II listed; the latter was rehomed here after being removed from its position in the centre of the Market Place in 1960.

Along South Road, to the north of the schools are a mixture of 1930's semi-detached dwellings, some with diamond-shaped timber ornamentation to rendered exteriors of the two storey bays, and arched entrances to porches, and more recent (1970/80s) detached houses, with frontages of varying depth bounded by low walls or fences with hedges.

Southfields

The development consists largely of detached houses with several bungalows and semi-detached homes. Houses are mainly two-storey in height, although a few dwellings are 2^{1/2} storeys high with gabled windows set into pitched roofs and metal supports to sloping lead porch roofs. Some of the dwellings in Southfields have chimneys. The houses at the western end include smaller, semi-detached houses and bungalows with off-street parking but no garages; most have gables and some have decorative brickwork in contrasting colour.

Great Northern Gardens

The housing stock includes a mix of detached, semi-detached and terrace houses. There is some variation in height between two and three-storeys. Some houses have dormer windows, others are gabled. Taller rear windows in town houses have Juliette balconies which

overlook the grounds of the Red Hall. The dwellings are mostly constructed in red brick with some ornamental brickwork in the form of relief and contrasting colours; most have sills and/or lintels of simulated limestone with roofs of simulated slate and some have chimneys. The nursery (no 20) is located within a former railway building of local, historic interest and now incorporates a more modern extension.

Landmarks

The cemetery and schools provide obvious landmarks in this area, the former containing the Ostler Memorial Fountain. There are no particularly distinguished houses but the listed Victorian Chapel of Rest (much in need of restoration) is also located within the cemetery.

Green and Natural Features

A number of trees along South Road have Tree Preservation Orders on them and form part of the street scene. The schools both have playing fields or play areas on the western and northern sides, with trees of varying age along the boundaries. There are also important trees within the cemetery and grass verges and hedges along parts of South Road.

The Car Dyke extends through the parish of Thurlby and runs roughly north-south, under Cherry Holt Road, up to and under Willoughby Road, on its way northward to the confluence with the Bourne Eau near Eastgate, it originally followed the lines of Willoughby Road north before it was diverted. A wide grass verge with footpath borders the length of the Dyke. This forms a valuable wildlife corridor as well as a much used facility for walkers.

Some of the other areas of open space incorporate trees. Examples include an old sycamore tree and a well-established silver birch at the entrance into Southfields from South Road and a mature weeping willow on the open space adjacent to the Children's Nursery in Great Northern Gardens.

Streetscape

Properties along South Road have low boundary fences or walls, often backed by hedges or shrubberies. Houses in Great Northern Gardens and Southfields largely have open frontages with very small front gardens and minimal areas of planting. Drummond Road dwellings are bounded by low walls whereas those on the Heathcote and Grosvenor Road estates are open to the pavement and provide a more open vista as a result. South Road has a Pelican crossing outside the Grammar School and a bus shelter close to the Drummond Road junction. Lamp posts are of the taller, grey, standard form with LED lights.

Views

Northwards up Car Dyke from Cherry Holt Road. Along South Rd, to the north of the junction with Austerby, there are views of the tower of the Grade 1 listed Bourne Abbey Church.

From the open space within Great Northern Gardens there is a view of the Grade II* Red Hall.

Character Summary

Land Use Residential, with two schools, a cemetery and a children's nursery.

Layout Most of the development has taken place in waves as Bourne's population increased and spread outwards, from the 1930s onwards. Most recent estates have cul-de-sac off-shoots and curvilinear roads. Building lines are consistent within estates and plot sizes are similar, other than those along South Road which vary considerably.

Spaces The cemetery; the playing fields and car parks of the two schools; the Car Dyke corridor; and the open space to the western end of Southfields which leads through to Wherry's Spinney. There are several smaller areas of amenity open space.

Green and natural features The Car Dyke; prominent trees along South Road and within areas of open space; hedgerows and private planting within front gardens.

Buildings Each housing estate bears the imprint of its developer and the fashions of their era, though few are locally distinct and many dwellings have been modified in recent times. The area includes a mix of dwelling types and sizes with a largely open, suburban character with well-spaced properties along the main road.

Landmarks The two schools and the cemetery on South Road; the bus stop near Drummond Road; the former railway building on Great Northern Gardens; and the large Sycamore tree at the entrance to Southfields.

Views The Car Dyke corridor and the listed buildings of Abbey Church and Red Hall.

Positive aspects of character There is a mix of house types, sizes and tenures.

The area includes much of South Rd, which is a principal route and gateway into the town. There are hedges along the highway boundary and trees with in front gardens, the Cemetery and school grounds. Some trees are protected by Tree Preservation Orders. Dwellings are typically set back from the high way with some degree of separation. Collectively, these features contribute positively to the character of the street scene.

There are listed buildings within the cemetery (the Chapel of Rest and Ostler Memorial Fountain) while the former railway building in Great Northern Gardens is of more local, historic interest and is identified in the inventory of non-designated heritage assets.

Along South Rd, north of the junction with Austerby, there are views of the tower of the Grade 1 listed Bourne Abbey Church.

The amenity area adjacent to the former railway building in Great Northern Gardens provides an important view of the Grade II* Red Hall.

Bourne Grammar School, Willoughby School and the Cemetery are important community assets.

The Car Dyke, on the eastern edge of the area (to the rear of Grosvenor Ave), is an important feature. The adjoining public footpath provides an important link to the open countryside.

Negative aspects of character While there is some variation in house types, the estates are built to standard, generic designs with little or no reference to local vernacular. The erosion of front gardens and vegetation to create off-street parking or

areas of hard landscaping detracts from the quality of the built environment. South Rd (A15) is heavily trafficked while Drummond Rd is used as a 'rat-run' between South Rd and Austerby.

The science block at the Grammar School has an industrial appearance and is of a scale that obscures views towards the Kesteven Uplands to the west. In addition, insufficient parking provision, principally at the Grammar School, results in parking on nearby roads.

The public footpath adjacent to the Car Dyke is located to the rear of housing and commercial development in a narrow corridor which does not provide an active frontage, and which detracts from the setting of the Dyke. In addition, there is no direct link between the Car Dyke footpath and the area of housing to the west and industrial development to the east.

There is a lack of public open space for formal recreation purposes such as children's play or playing pitches.

There are no segregated cycle routes within the area to promote sustainable transport.

CHARACTER AREA 3—IMAGE GALLERY



Above: Bourne Grammar School and Bourne Cemetery form a grouping of particularly distinct land uses along the western edge of South Road.

Middle: The eastern side of South Road is generally occupied by small, detached bungalows and built of red brick.

Top Right: The residential estates that sit to the east of South Road display a wide variety of materials and architectural languages, though few are locally distinct but instead tend to reflect the prevalent tastes of their construction era.

Character Area 4:

East of Town Centre

This area is bounded by Austerby/Willoughby Road to the south, Manning Road to the north, South Street to the west, and Cherry Holt Road to the east.

Topography

Located on the western edge of the Fens, this area is largely flat, with a gentle slope up towards South Road along Austerby and the western half of Coggles Causeway. At the heart of the area is Queen's Bridge, marking the edge of the Fens.

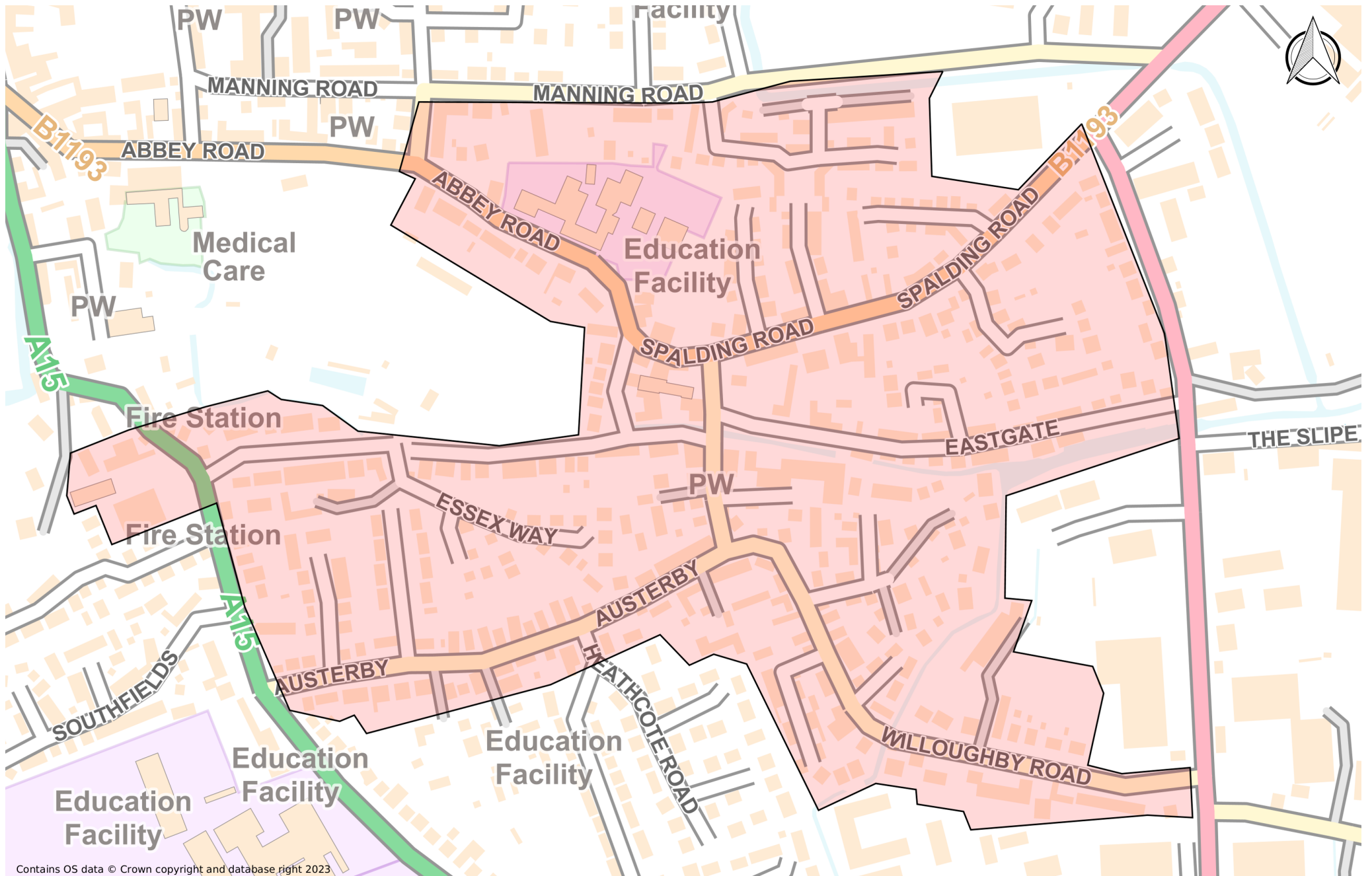
Land Uses/History

From Roman times the Bourne Eau was used to transport agricultural products to the port of Boston via the South Forty Foot Drain. There was a turning basin for boats behind the Anchor pub in Eastgate. The area functioned as a separate community from Bourne with its own shops, post office, school, chapel, pubs, farms, water mill, and many small businesses. It continued to remain almost cut off from the rest of Bourne following the arrival of the railway. In the middle of the 20th Century the area became the home of the world famous BRM racing team.

The predominant land use of the area today, following the demise of the railway and river navigation, is residential with older, linear development interspersed with housing built on former farmyards and industrial land. However, Abbey Road/ Spalding Road includes several other uses including a primary school, auction rooms in what were originally the workshops for BRM, and a bus depot and museum. Bourne Water Treatment Works is located between Abbey Road and Manning Road on land adjacent to the primary school. Other non-residential uses within the area include the Anchor pub on Eastgate, an army cadet building on Austerby and the Fire Station, a builders' merchants, and a garage on South Street.

Layout

The density of development has gradually increased over time as the older, linear development along predominantly winding roads has become increasingly interspersed with more recent infill development and areas of backland development served by culs de sac. There is considerable variation in the width of plots which range from groups of terraced houses to large, detached properties. Similarly, the depth of gardens, both front and rear, can vary significantly even over the length of the same street. An exception to the original linear development is Bedehouse Bank where dwellings are laid out within a very informal street pattern on former allotment and waste land with older cottages interspersed with more recent piecemeal development.



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Roads, Streets and Paths

Cherry Holt Road, on the eastern boundary of the area, provides access to the industrial development east of the town and forms part of the A151 linking Spalding Road with the A15 to the south of the town. Abbey Road/Spalding Road provides a link between the town centre and the east side of the town. Other roads within the area can vary in width and are often winding in nature. There are speed humps on Austerby. The eastern section of Coggles Causeway exhibits a rural quality of narrow width, no footpath and a strong hedge along the northern boundary. Backland developments to the rear of these roads take the form of cul-de-sac; some are narrow in width and may have a shared surface. The road surface is occasionally characterised by block paving as in part of Brooklands Way.

Towards the eastern edge of Area 4, a footpath follows the Car Dyke and continues alongside the Bourne Eau across Cherry Holt Road and eastwards into the countryside towards the River Glen. There is a link to this footpath adjacent to no 42 Eastgate and across two footbridges. A walkway from Queen's Bridge runs parallel to Eastgate on the south side of the Bourne Eau and connects to Bedehouse Bank where there is a further link to the side of no 10a to the Car Dyke footpath via a footbridge. Along Spalding Road, opposite the junction with Eastgate, there is a public footpath to Manning Road which then follows the Car Dyke into the countryside beyond. There are no dedicated cycle-lanes within the area.

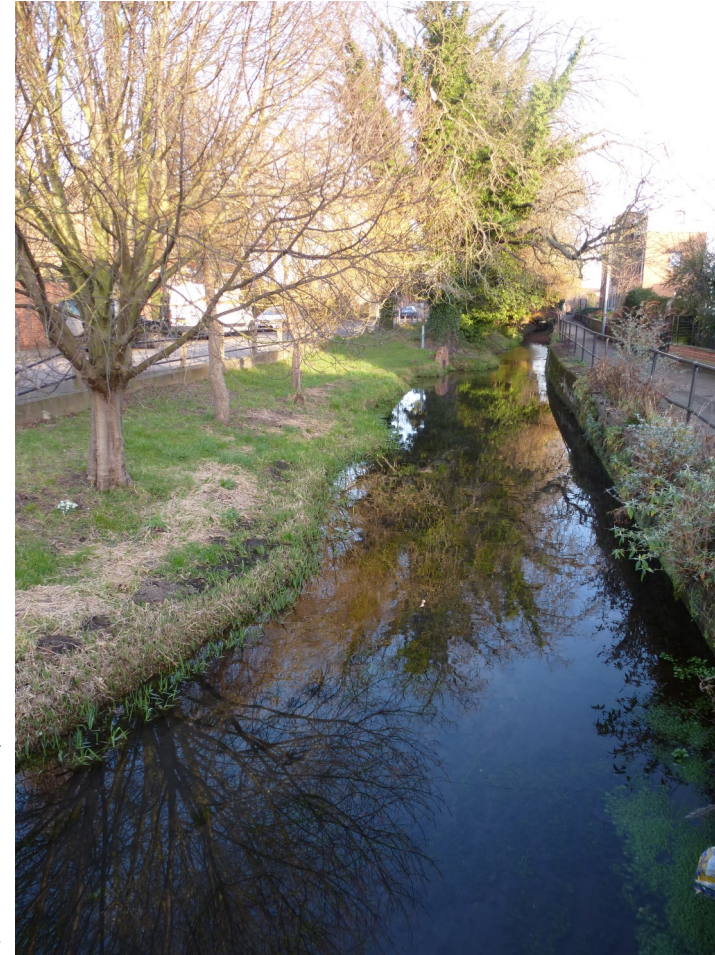
Spaces

There are no significant public spaces such as parks or play areas within Area 4.

Buildings

Buildings present a disparate and diverse range of architectural styles attributable to piecemeal development over a prolonged period of some 250 years and more in a few cases. There are seven listed buildings and several other buildings of local interest. Dwellings are predominantly two storeys in height although there are many bungalows, and some dwellings have attic rooms. Many buildings are detached although there are frequent examples of semi-detached houses and small terraces. Buildings with a brick exterior dominate and are predominantly red in colour although there are examples of other colours and painted brickwork. In some instances, buildings are rendered, and very occasionally older buildings are constructed in other materials such as limestone. Roofs consist mainly of concrete tiles, particularly on more recent developments. Many older buildings have slate roofs and occasionally clay pantiles. Gable roofs predominate although there are also many examples of hipped, cross gable and dormer roofs. Older buildings are far more likely than recent developments to have chimneys and ornate architectural features.

Some of the earliest buildings are of local limestone, slate tiles or pantiles, often ornate chimneys, and mullioned windows. Many Victorian buildings, usually of warm red brick, often with contrasting string courses, vary from terraces with integral passages to detached and semi-detached houses, often with decorative brickwork, and most with chimneys. 1930s to 50s buildings, both detached and semi-detached, frequently have rendered upper storeys and brick chimneys, with porches. More recent developments are often of paler brick, have concrete roof tiles, uPVC windows, some with chimneys, many not. A few new developments have adopted features of nearby, older housing, but most are of generic design.



Left: Eastgate, Bourne Eau at Queen's Bridge

The following provides a brief description of the buildings in each of the main streets:

South Road/South Street

This area includes the eastern side of South Road and South Street between Austerby to just north of the Coggles Way junction. The Manor House at the Austerby junction and South Lodge on the north side of the junction with Coggles Causeway are of local historic interest.

Austerby

On the north side towards the South Road junction the Shilaker Court flats and St Paul's Gardens were built by the Council in the late 1950s following the demolition of a former manor house after the second world war. The more recent development of Austerby Close is of a higher density with frontages mostly gravelled to provide parking.

On the south side of the road, houses and bungalows developed from the 1920s onwards have a similar building line, set back from the road on plots of a similar width. There are two culs-de-sac including Old Horse Chestnut Lane which includes low density individual plots developed at different times on land once belonging to the much older red brick farmhouse (no 2). The track which leads down the side of Bantree House (no.26) provides access to several individual houses built on land once belonging to Lindon House, a large Victorian farmhouse.

The former manor house (nos 74/76) is a listed building built, in part, of local limestone and probably dating back to the 16th century. Formerly the residence of the Abbot of Bourne, with slate tiles, old stone chimneys and mullioned windows, it is one of the three finest secular buildings in the town. Other notable buildings include Lindon House – a large red-brick farmhouse, probably Victorian; no. 15 Austerby, an old double-fronted provincial Georgian house with sash windows, pan tiled roof and linked outhouses, also with pan tiled roofs; no 68, a typical former railway crossing cottage of painted white brick; and the terraced houses (35-59) at the eastern end of Austerby, dating from the 1880s which have shared access passages to the rear and known as “go through houses”.

Willoughby Road

This area includes some fine cottages dating from at least Georgian times, and at least one even from the 17th century, which are important elements of the town's fabric.

Buildings along Willoughby Road vary in age and presentation. The older section is between the turn to Eastgate and Car Dyke, with a mixture of small labourers' semi-detached cottages with adjoining sculleries to the rear near Bedehouse Bank dating from the early 20th century. Opposite these is an old red brick building (no 46) which housed a grocery shop right up to the 1990s. It has since been converted to a residence only, its old pan tiled roof now bearing solar panels. A row of terraced houses nearby (Barton Villas – nos 36-42)) dates from 1892 and has the typical central access passage to the rear. These houses are built of red brick with a decorative string of blue bricks.

Close to the Car Dyke there are several older individual houses, set back from the road, dating from the 1890s onwards, whilst Car Dyke Cottage itself (no58) dates back to the 17th century and has some mud and stud walling. The house next to it (no 60) is thought to be 18th century. Enclaves of modern developments have taken place on what were larger rear gardens, for example, Burmoor Close, Wexford Close and Burchnell Gardens. These do not reflect the characteristics of the older properties in the vicinity.

On the corner of Willoughby Road and Eastgate is Owen Court which comprises a two-storey block of flats of sheltered housing probably dating from the 1970s. It shares its driveway and parking with that of Worth Court which was rebuilt in the 2000s and provides for older people with care and support needs. The south-east end of Willoughby Road has evolved since the 1940s and comprises a mixture of chalet bungalows, bungalows and houses, both individual and semi-detached.

Coggles Causeway

Coggles Causeway extends from South Street in the west to Victoria Place in the east but is divided by bollards about halfway along to restrict vehicular access. The western end consists of a mix of chalet bungalows, bungalows and houses, all built of pale red brick, with gable roofs and developed in the 1970s following the closure of the railway. Dwellings on the south side are built on what must have been the railway embankment and have driveways which slope down to the road while dwellings on the north side back onto the Bourne Eau.

The eastern end of the road is an access track; the buildings here are much older, with occasional, more recent infill development. There is a mixture of semi-detached houses with gable or hipped roofs, chimneys, often with strings of contrasting brick, slate tiles and some bay windows and chimneys. The building line narrows from east to west until the frontage becomes quite narrow outside the terrace built in 1893 of buff-coloured brick (nos 22-28).

Abbey Road/Spalding Road

The older buildings tend to be of greater interest than the more recent developments; most of the latter are towards the east, beyond Delaine's Garage and are of generic housing. Other than a row of houses on the south side of the road which were built in the late 19th/early 20th century of red brick and similar features, and some pairs of semi-detached houses, most older houses are of individual design. Many have contrasting strings of bricks, arches and slate roofs and most have chimneys.

Buildings of note include Dawkins House (no 6), one of the oldest in Bourne. This early 17th century building is listed and was once known as the New Inn. The earliest date for it is 1550. It fronts directly onto the pavement and is built of limestone, with mullioned windows, steep pitched roof that was once thatched, with ornate chimneys and slate tiles. A vertical bay encompasses a lower and upper window. Next to this is an old, now rendered house and outhouse, both with pan tiled roofs. These back on to the United Reformed Chapel and hall.

On the Spalding Rd/Eastgate junction is the Auction Room which was once part of the BRM workshops. Other parts of the workshops are now occupied by Delaine's bus depot and museum. The house (no 10) next to the bus depot, is of note; it has a turquoise roof and fascia tiles together with windows and walls and a porch with the rounded corners of the 1920s/30s era. Eastward on this south side of the road there are several individually designed large houses built from the 1960s onwards.

Two houses on the northern side of Spalding Road are also of note (nos 23 and 25); these once formed the last houses before open countryside. Both are end-on to the pavement. Eastfield House (no 23) has gable wall of limestone with dressed stone quoins; the west-facing long wall has been rendered and incorporates four elongated sash windows with dressed stone surrounds. The east-facing wall, of limestone, retains its narrow, arched windows with dressed stone surrounds. The roof line sports a stone sculpture of a dragon as well as chimneys. The second dwelling (no 25) abuts the pavement; it has dormer windows with sloping roofs incorporated into the steeply pitched pan-tiled roof and brick chimneys once typical of the region.

On the northern side of Abbey Road is Bourne Abbey C of E Primary Academy. The features of the original Victorian building have been more weakly replicated in the modern extension using ochre brick and contrasting decorative brickwork, with slate roofing. The ornate gables have also been echoed.

Victoria Place/Eastgate/Bedehouse Bank

This area has a landmark quality to it, with many interesting buildings, including the first department store in Bourne on the Eastgate/Victoria Place junction (nos 30/32 Victoria Place). Built in 1909 of buff brick, with an angled corner, this has now been converted into a residence; the wall-mounted clock and the advertising mosaics in the entrances have been retained together with the fascia and several other features.

On the opposite side of the road, with its garden running alongside the walled Bourne Eau, is a grey-rendered house (no 6 Eastgate) which once was famous for housing a sweet shop cum bakery. The oldest building along this stretch of Eastgate is the United Reformed Chapel, built in 1846 and set back behind a wall and hedging. A path leads to a double doorway with limestone pilasters supporting the Palladian-style façade. The church hall at the rear of the chapel was constructed in 1899.

Number 18 Victoria Place, on the southern side, is a former farmhouse that probably dates from the 18th century. It was, until very recently, a traditional long house in which one room flowed into the next, without corridors or hallways. It has a steeply pitched, pan-tiled roof with three chimneys and a catslide roof to one side, down to a low level. Unlisted, it has undergone major alterations, including the demolition of the eastern side of the house to allow for further development to the rear.

No. 20 Victoria Place is a double-fronted construction from 1890 with a shallow-pitched roof with chimney, and an arched front door with the original boot scrape still in evidence. The right-hand side once housed the local post office and shop up to 1957 when the shop door was bricked up. The neighbouring red brick terrace of four houses dates from 1898.

Eastgate incorporates some important buildings: Eastgate House, Grade II listed, was once the abode of Raymond Mays and bears a blue commemoration plaque to its former owner. Of considerable size, the front wall is of red brick; the side walls and rear extension are of stone, with a stone crest above a rear entrance. Three storeys high, the frontage incorporates semi-circular bays that extend through all three floors, one each side of the main entrance. It is thought to be of early 17th century stone construction but has been re-fronted in Georgian brick.

Eastgate also includes the listed 18th Century Anchor Inn (no 44) with roughcast render, chamfered bays and sloped dormers. Opposite, (no 45) is a listed Georgian house with its elliptical carriage arch, adjoining a listed 5-bay rubble stone house (no 47) with prominent string course which dates to the 17th century, and a Victorian redbrick house with sash windows with lintels (no 43), as well as much smaller 1990s houses.

Much development has taken place in this street and in two culs-de-sac de sac off the northern side (Potter's Close and Tannery's Close) from the 1990s onwards. These tend to be small terraced or semi-detached houses, either fronting onto the pavement or with a very narrow frontage. There is one surviving mud and stud cottage, now much altered (no 24). Worth Court, a residential home of recent design which fronts onto the Bourne Eau, has the popular Juliet balconies and large windows.

Bedehouse Bank is an unusual, very old settlement, perhaps even unique to Bourne, in having grown up informally without a normal street pattern, backing onto the Eau. It is accessible from a number of points, principally from Willoughby Road, but also from the Car Dyke via a foot bridge and from Eastgate via a path and two foot-bridges. The houses in this area vary from the small, listed cottage with a pan tiled roof (no 11), and a cottage of similar age which is more typical of the Fens, (no 17) to those larger, less vernacular houses that have been constructed over since the late 1980s.



Above: Bedehouse Bank



Left: Plaque on Eastgate House

Landmarks

Landmarks within the area include:

Queen's Bridge, which crosses the Bourne Eau at Eastgate;

Eastgate House (no 5 Eastgate), which is a Grade II listed building and former home of Raymond Mays, the founder of BRM which won the Formula 1 World Championship in 1962;

The Auction Rooms at the junction of Spalding Road and Eastgate which were once part of the BRM workshops;

The United Reformed Church, dated 1846, on Eastgate;

The Delaine bus depot and museum on the south side of Spalding Road;

Bourne Abbey Primary Academy on Abbey Road; and

The raised planting area on the corner of Coggles Causeway with South Street.

Streetscape

Due to the variety of developments, boundary treatments vary but frequently include hedges, low walls and fences. However, older houses may abut directly onto the highway and in some instances, most notably on some recent culs-de-sac developments, there is an absence of physical separation between public and private space. There are grassed areas of amenity land which sometimes include trees and a raised garden bed at the junction of Coggles Causeway and South Street which includes a bench, a model of a BRM racing car and an associated information board.

Green and natural features

The Car Dyke and Bourne Eau are significant waterways which provide important links between the town and neighbouring countryside. Trees within the grounds of Eastgate House (no 5 Eastgate) and Bourne Abbey Primary Academy on Abbey Rd are protected by Tree Preservation Orders. Other examples where groups of trees make a positive contribution to the character of the area include those adjacent to the Bourne Eau at the west end of Eastgate and on the former gas holder site adjacent to the school on Abbey Rd. Grass verges, hedges to the front of properties and planting within front gardens, particularly trees, form important features in parts of the area; strong examples include Spalding Road and the eastern end of Willoughby Rd. Occasionally amenity areas, such as the land in front of the builders' merchants on South Street, include trees.

Views

Significant views include those from the footbridges across the Bourne Eau to the rear of Eastgate looking along the river as it flows out to the Fens and southwards along the Car Dyke.

Queens Bridge eastwards

From Eastgate bridges – views eastward incorporating the rear of the Anchor and the river as it flows out to the Fens.

The confluence of Bourne Eau with Car Dyke

View southwards along Car Dyke from its confluence with Bourne Eau



Above: Bourne Eau / Car Dyke facing East

Character Summary

Characteristics

Character Area Details

Land Use

This is one of the oldest parts of Bourne and historically its industrial heartland. It is now predominantly residential in character although several other uses remain.

Layout

The density of development has gradually increased as the older, linear development along predominantly winding roads has become interspersed with more recent infill and backland development. There is considerable variation in the width of plots and in the depth of gardens, both front and rear. Bedehouse Bank demonstrates an entirely random layout.

Roads, streets, paths

Cherry Holt Road provides access to the industrial development east of the town and connects Spalding Road with the A15 to the south. Abbey Road/Spalding Road provides a gateway to the town centre from the east. Roads can vary in width while backland developments are served by culs-de-sac; some are narrow in width, and some have a shared surface. Footpaths along the Car Dyke and Bourne Eau provide access to the countryside. There are no dedicated cycle lanes within the area.

Spaces

There are no public spaces such as parks or play areas, although the Abbey Lawn recreation ground is located on adjacent land off Abbey Road.

Corner of Willoughby Road with Cherry Holt Road.

The former site of the gas holder on Spalding Road, opposite the auction rooms.

Buildings

Buildings present a disparate and diverse range of architectural styles attributable to development over a prolonged period. There are seven listed buildings and others of more local interest. Dwellings are predominantly two storeys in height, although there are many examples of bungalows, and some dwellings have attic rooms. There are detached and semi-detached houses and small terraces. Buildings are mostly of brick with red being the predominant colour. In some instances, buildings are rendered and very occasionally older buildings are constructed in other materials such as limestone. Roofs consist mainly of concrete tiles, particularly on more recent developments. Many older buildings have slate roofs and occasionally clay pantiles. Gable roofs predominate although there are many examples of hipped, cross gable and dormer roofs. Older buildings are far more likely than recent developments to have chimneys and ornate architectural features.

Landmarks

Landmarks include: Queen's Bridge which crosses the Bourne Eau at Eastgate; Eastgate House (no 5 Eastgate); the Auction Rooms at the junction of Spalding Road and Eastgate; The United Reformed Church, on Eastgate; the Delaine bus depot and museum on Spalding Road; Bourne Abbey Primary Academy on Abbey Road; and the raised planting area at the Coggles Causeway/South Street junction.

Green and Natural Features

The Car Dyke and Bourne Eau provide important links to the countryside. Trees within the curtilage of Eastgate House and Bourne Abbey Primary Academy are protected by Tree Preservation Orders while other groups of trees make a positive contribution to the character of the area. Grass verges, small amenity areas, hedges and planting within front gardens form significant green features.

Streetscape

Due to the variety of developments, boundary treatments vary but frequently include hedges, low walls and fences. However, older houses may abut directly onto the highway. Most notably on some recent culs de sac developments, there is an absence of physical separation between public and private space. There are grassed areas of amenity land which occasionally include trees and there is a commemorative raised bed at the Coggles Causeway/South Street junction.

Views

Attractive views include those from the footbridges to the rear of Eastgate. These views are along the Bourne Eau as it flows out to the Fens and southwards along the Car Dyke.

Positive aspects of Character

There is a wide variation of house types, sizes and tenures . The piecemeal and organic nature of growth has created architectural diversity and variety. There are several listed buildings and others of more local, historic interest identified in the inventory of non-designated heritage assets. The Car Dyke and Bourne Eau are important landscape features which provide links to the open countryside. There are several landmarks which add to the legibility of the area. Where trees, grass verges, hedgerows and planting within either the public realm or front gardens are present, they have a positive influence within the street scene.

Negative aspects of Character

Some housing, particularly within more recent developments, is undistinguished and not locally distinctive. Passageways and the public footpath adjacent to the Car Dyke are frequently located to the side or rear of built development in narrow, corridors which do not provide active frontages. Other than areas of amenity grassland, there is a lack of public open space for recreation.

Hard landscaping of front gardens, often to provide off-street parking, detracts from the quality of the environment.

There are no segregated cycle routes within the area to promote sustainable transport.

The density of recent infill housing detracts from the character of Eastgate.



CHARACTER AREA 4 —IMAGE GALLERY



Left: The Manor House and Old Bakery, Austerby



Above: Eastgate House, former home of Raymond Mays



Above: good 18th century double pile house with pantiled roof. Front range thought to be 1740, back 1760.



Above: Victoria Place. 18th century stone former farmhouse with catslide and sloping dormers in local vernacular manner.



Above: Former BRM Eastgate works

Character Area 5:

The industrial area to the east of the town

Area 5 lies on the eastern side of the town and extends north of Spalding Road, eastwards along the A151, and southwards via Cherry Holt Road to the A15/South Road.

Topography

This area on the eastern side of Bourne is largely flat; the Bourne Eau flows west to east through the area and the fens towards its confluence with the River Glen.

Land Use

Area 5 constitutes the industrial/employment zone of Bourne. It consists almost entirely of light industrial units of varying sizes, with a small percentage of office space, some residential properties towards Spalding Road, and some retail. The varying uses range from food preparation and distribution to vehicle maintenance, engineering and building supplies. A superstore (Tesco) is sited on the corner of A15 with Cherry Holt Road, the South Kesteven District Council householder refuse disposal site is located on South Fen Road, and the sewage works for the town is located on the north bank of the Bourne Eau. Town allotments and a plant nursery are also located along South Fen Road.

This is an obviously utilitarian part of Bourne. It has been developed to provide industry and employment and, as such, fulfils everything expected of such an area.

Layout

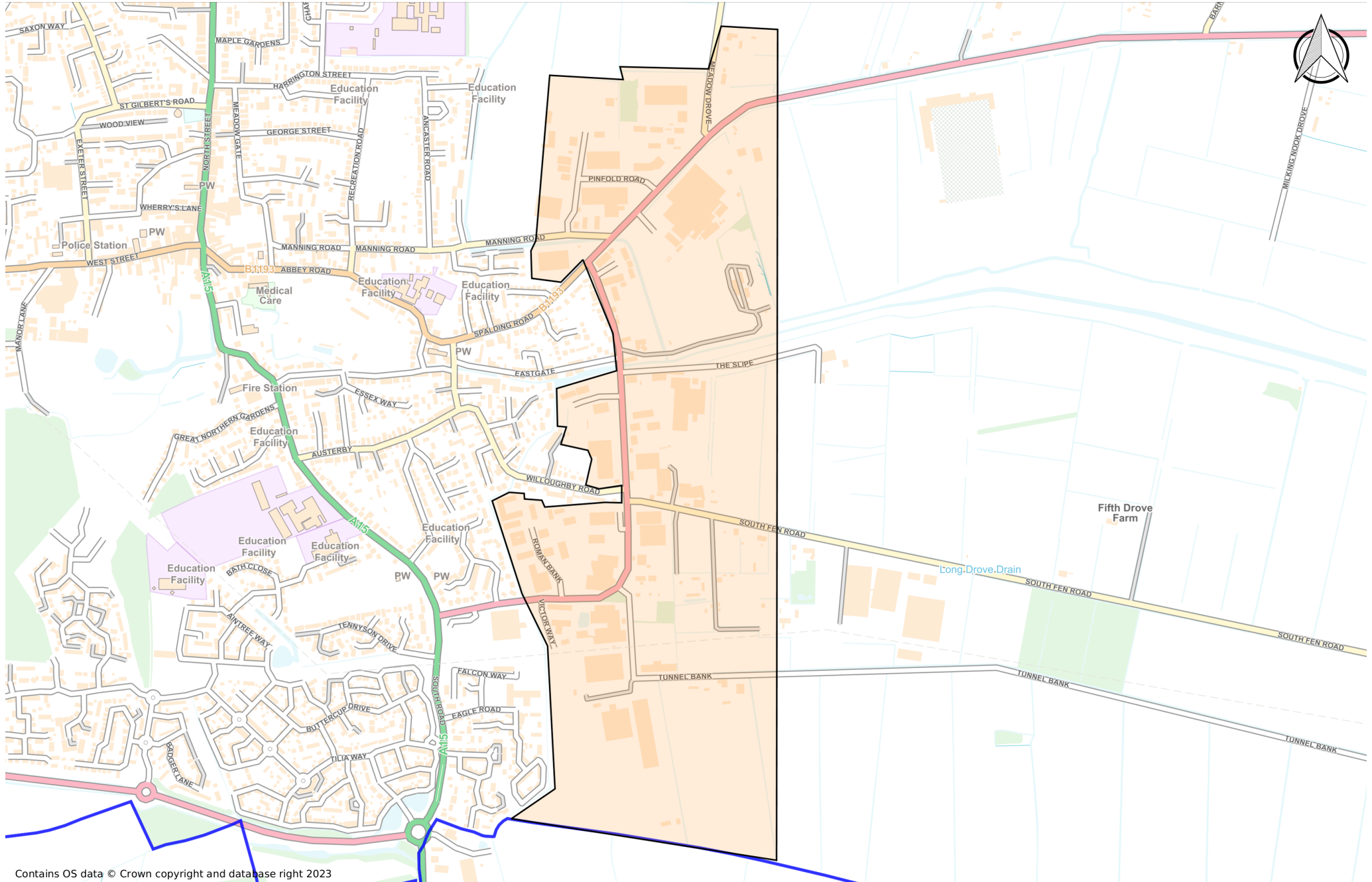
The area that extends from the junction of South Road (A15) with Cherry Holt Road passes along Cherry Holt Road and to both sides of it into several smaller estates. These estates tend to be self-contained, with no access from one small industrial estate to any of the others. Area 5 also branches off along South Fen Road and along the Spalding Road (A151), be-

tween the junctions with Manning Road and Meadow Drove. Cherry Holt Road provides a section of bypass to the south-east of the town, linking the A151 with the A15.

Buildings

The oldest building, a former grain warehouse, is located on the northern bank of the Bourne Eau where it emerges under a sluice gate and under Cherry Holt Road. The newest premises have been built in the last few years and in-between there is a selection of buildings of varying design, age and type of building material, both prefabricated, metal and brick, built with some conformance only within each individual small industrial estate. Units vary in size from one-person operations housed in purpose built small industrial estates, to larger factories employing many people.

CHARACTER AREA 5



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Roads, Streets and Paths

Cherry Holt Road is a wide and busy road, with heavy goods traffic throughout the day. There is a public footpath along the raised southern bank of the Bourne Eau which links up with the Macmillan Way near Tongue End. Another follows the Car Dyke.

Spaces

The main green spaces that can be accessed by the public are the footpaths alongside the Bourne Eau and the Car Dyke. There are a number of car parks within the industrial zone and a large car park at the superstore.

Green and Natural Features

The southern section of Cherry Holt Road is bordered with grass verges and cherry trees. Other green spaces are afforded by the banks of the Bourne Eau and Car Dyke. The allotments are well used and tended. A field further east down South Fen Road is used by the local model aeroplane club.

Views

- From the sluice on the Bourne Eau at Cherry Holt Road eastwards over the fens, and westwards towards the Anchor pub.
- From the bridge over Car Dyke on Cherry Holt Road, southwards along Car Dyke.



Left: The Bourne Eau provides a natural feature in the otherwise industrial landscape

Character Summary

Characteristic

Land Use

Industrial/employment zone for the town, with some residential properties, some retail, a household refuse disposal site, sewage works, allotments, and plant nursery, bounded to the east by agricultural land.

Layout

The area extends along Cherry Holt Road and small industrial estates to either side. It branches out along South Fen Road and along the Spalding (A151) Road between the junctions with Manning Road and Meadow Drive.

Building Scale/appearance

The oldest building is the former grain store on the Bourne Eau. The industrial buildings include prefabricated, metal or brick, of varying size from small individual units to larger factories. The supermarket was constructed with the aim of being a zero-carbon outlet.

Spaces

Footpaths and corridors along the Bourne Eau and Car Dyke; various car parks in the industrial zone and Tesco car park.

Green and Natural Features

The corridors/banks along the courses of the Eau and Car Dyke; the allotments and nursery along South Fen Road; grass verges and trees on Cherry Holt Road, a green area at the junction of Tunnel Bank with Cherry Holt.

Positive aspects of Character

Offers business and employment opportunities in buildings of various sizes.

The Bourne Eau and Car Dyke are important green corridors. Adjacent footpaths offer some connectivity with neighbouring areas of the town and provide links to the open countryside.

Grass verges, trees and hedgerows are important elements which contribute positively to the street scene in parts of the area.

**Negative aspects of
Character**

The former grain warehouse opposite the junction of Cherry Holt Rd and Eastgate is of local, historic importance and is identified in the inventory of non-designated heritage assets.

The industrial buildings lack architectural detailing; there is limited variation in the use of materials and some buildings have unsightly fascia signs.

The footpaths adjacent to the Car Dyke and Bourne Eau are located to the side or rear of built development in narrow corridors which detract from the setting of the waterways.

Parts of the area are poorly landscaped with the street scene dominated by car parks and open storage areas.

The former grain warehouse needs refurbishment.

Traffic generated by the employment area, including many HGVs, contributes to the traffic related issues in the town centre referred to under character area 1.

Within parts of the estate there is a proliferation of signs.

There is a lack of infrastructure to encourage cycling and the use of other forms of sustainable transport between the town and employment area.



CHARACTER AREA 5—IMAGE GALLERY



Above: Character Area 5 has a distinctly industrial character, accommodating numerous large warehouse and commercial units, most displaying a robust and bulky appearance, with an emphasis on functionality rather than aesthetic quality or appearance



Left: The A151 cuts through Character Area 5

Right: Most of the buildings within Character Area 5 are of modern construction, however, occasional remnants of the town's industrial past remain



Character Area 6:

The residential east

Topography

This is essentially a residential area of Bourne within which the terrain is, like most of the town, predominantly flat with no particular landscape features, apart from a gentle incline from Harrington Street northwards to Mill Drove. The area lies to the east of North Street and North Road, north of Abbey Road, south of, and including Mill Drove, and the eastern edge is mainly bounded by the Car Dyke.

Land Uses

There is a mix of privately owned, rented and social housing. The earliest properties are to be found in Meadowgate, and the newest housing development is the conversion of the old laundry office in Recreation Road in 2017, to create four flats, as part of the high density development that extends along the western end of Manning Road. A further recent development has taken place on the site of a former supermarket and its car park on the southern side of Manning Road, in its eastern section. The range of styles in this area covers everything from small, once 'sheltered housing' bungalows, through larger bungalows to terraced houses, flats (some previously offering local authority sheltered accommodation), private flats and privately owned houses providing additional services for the over 55's, and semi-detached and detached houses. Close to the centre of the area, off Queen's Road, is a council owned Leisure Centre and adjacent to that, in Edinburgh Crescent, is Bourne Academy for 11-18 year olds which opened on this site in 1958 and is one of two secondary schools serving the town and local area. Recreation Road has an open green space to its eastern side which accommodates two full size football pitches together with changing facilities and two children's play parks.

Layout

In this area the roads largely follow a linear, grid pattern. Housing sits along both sides of most roads, behind small front gardens on plots varying in size; larger plots usually accompany the older houses, with the exception of the older terraced housing.

Where there is little or no parking provision built with the houses, cars are parked sometimes on both sides of the road. At the eastern edge of the area some of the more recent social housing on Stanton Close and Blackthorn Way faces open countryside across a dyke (Car Dyke.) Here the built environment takes on a more open aspect as it faces the countryside at the fen edge.

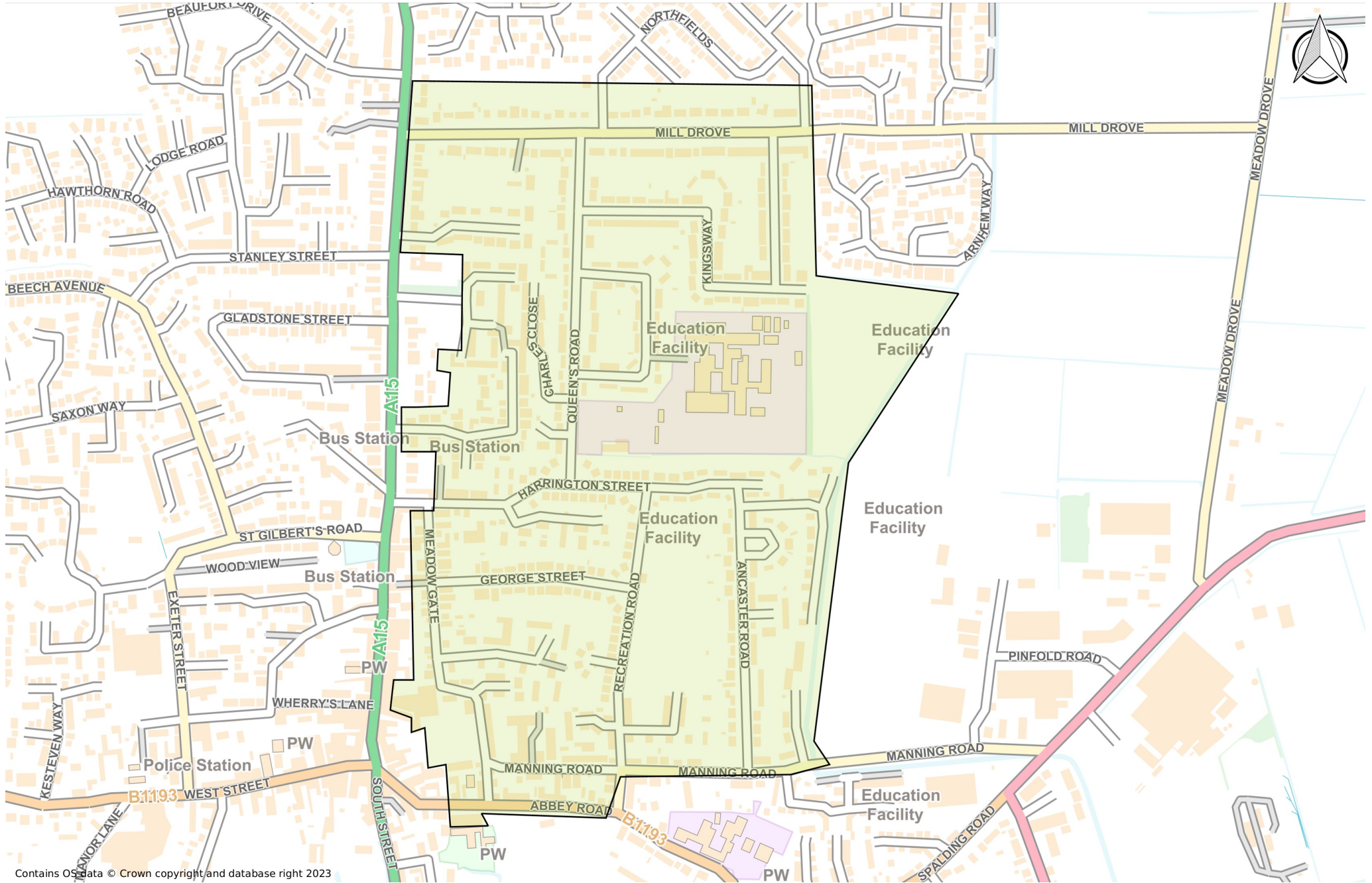
Buildings

Meadowgate was part of medieval Bourne and originally had much older houses. It still has a very interesting Regency detached house at its northern end, in near original condition.

Manning Road was first developed in 1914/1919 and Alexandra Terrace was created between 1924 and 1925. In 1928 forty-two council houses were built in Recreation Road and, between then and 1930, a further forty-eight properties were erected in George Street. These are typical Local Authority houses of their time: mainly semi-detached, with elevations in red brick, the upper storeys rendered, and roofs pitched with hipped ends.

Further local authority housing development in 1936/7, combining the red brick and grey slate roof construction which is so typical of Bourne, is seen in the Harrington Street's development of forty-four semi-detached houses and ten bungalows. It was further extended after the second world war, in a different style and another seventy houses followed in Ancaster Road; these properties have relatively large gardens and the varied, less austere designs add an element of character to the street scene not often seen in local authority housing in the district. Queen's Road and Edinburgh Crescent, built on what had been farmland, were named in 1953 to honour the Coronation of Queen Elizabeth II. By 1960 one hundred and eighteen local authority houses, bungalows and flats had been constructed. In Kingsway, off Queen's Road and behind Mill Drove, residential provision is made up of private dwellings (developed by Grantham builder's Fosters – see 8c), predominantly bungalows with some semi-detached houses. These are built of a lighter brick, often with vertical tile panels on front elevations and with tiled, gable-ended pitched roofs.

CHARACTER AREA 6



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Each local authority development followed the norms of the time and was designed to a common pattern, but following the sell-off of council housing from the 1980s onwards, many have been modified to give them some individuality, but with a reduction of the original uniformity that they once displayed.

Properties on Mill Drove, as far as its junction with Stephenson Way, are predominantly large 4 bedroom detached and semi-detached houses on long (north – south) plots. There is a variety of designs, and several properties have been extended in the last 5 years. All are brick built with tile roofs, most dating from the 1950s onwards.

Roads, Streets and Routes

Access to all residential developments is by road and pedestrian pathway. Streets vary in width and length throughout the area and there is no real uniformity.

Access to the school via Edinburgh Crescent is narrow and often impacted by parked vehicles.

Properties on Mill Drove are arranged in linear fashion, facing the road. Footpaths are directly adjacent to the road. There is no evidence of street furniture other than street lights, but the road benefits from a number of mature trees of mixed type, hedges and large front gardens. Mill Drove also has a number of traffic calming measures such as speed bumps and chicanes.

A natural footpath connects Blackthorn Way to Kingsway and Lonsdale Close off Arnhem Way. This footpath is to the west of Car Dyke and provides an excellent green corridor of shrubs and trees for wildlife. It backs onto the Bourne Academy school grounds and is part of the old railway line which once linked Bourne to Sleaford. At the Blackthorn Way end of this path there is access to a footbridge which leads on to the eastern side of the Car Dyke. This is the only dyke crossing point between Mill Drove and Manning Road so this bridge is important for pedestrians: from Manning Road there is public access into the southern end of Blackthorn Way and from its northern end there is access to the ‘green corridor’ of the old railway line, linking it to Kingsway and the Parker Homes development which straddles Mill Drove at its more recently developed (1990’s) eastern end. This is a route well used by residents (particularly pleasant in the summer months) accessing the town on foot, in daylight hours, from the residential areas in the north east of town.

A footpath runs down the eastern side of the Car Dyke from Mill Drove to Manning Road. At the southern end of this footpath access is very narrow between the dyke and the fence of the primary school’s playing field.

Spaces

The two open spaces within the built area are those at Bourne Academy and Bourne Recreation Ground. The large car park for the Leisure Centre off Queen’s Road is also used as over-spill parking for the school whose own staff car park is far from adequate.

Landmarks

Car Dyke, the combined Leisure Centre/Bourne Academy site and the Recreation Ground.

Green and Natural Features

The larger ‘green features’ are those associated with the school and recreation ground. From Harrington Street northwards to Mill Drove roads have more green space by virtue of grass verges between pavements and roads, often planted with trees. On Ancaster Road there is a large green space where the road on the eastern side opens into a crescent. At the eastern edge of this whole residential area are views over the fen.

Mature trees, hedgerows and green verges line the older western end of Mill Drove. The original field hedge has been retained on the south side of the road to border the front gardens of the 1990’s houses in the newer development. The overall width of the road, pavements and verges along Mill Drove and the open and generous planting of this area give it a spacious open character. The track which runs along the old railway line is fringed with trees and scrub and provides useful wildlife habitat.

Streetscape

Throughout the area property boundaries can vary from none (often where they have been removed) to brick or stone walling and hedging. On Mill Drove and in all the post war developments, private and local authority, (with the exception of the old laundry site,) there has been a conscious effort to include areas of green, often planted with trees.

Views

As the area is mostly enclosed, there are few views until the fen edge is reached. At the fen edge are wide vistas of flat land sparsely punctuated by lone houses, a few trees and even fewer hedgerows.

Character Summary

Characteristic

Land Use

Description

Mainly residential, both private and Local Authority housing. The area includes the Bourne Academy (school for 11 to 18 year olds), Leisure Centre, and Recreation Ground.

Layout

Roads largely follow a linear grid pattern, with housing along both sides of most roads.

Spaces

The playing fields associated with Bourne Academy and Recreation Ground. Parking area for the Leisure Centre.

Building scale/appearance

The oldest buildings, mainly Victorian but including a Regency detached house, are in Meadowgate. Council housing in Recreation Road, George Street and Harrington Street is typical of the era in which it was built: mainly semi-detached, red brick elevations with rendered upper storey, often grey roof tiles, and chimneys. Social housing along the eastern section of Harrington Street and Ancaster Road have larger gardens and greater freedom of design. A mixture of bungalows, houses and flats are found in Queens Road and Edinburgh Crescent. Larger private homes in large plots occur on both sides of Mill Drove up to Stephenson's Way, usually brick with tiled roofs, of various designs, often modified in recent years.

Green and natural features

The school playing fields and Recreation Ground.

Grass verges and trees along Mill Drove. Large green space on Ancaster Road, near crescent.

The green lane which runs along the old railway line.

The Car Dyke corridor.

Landmarks

Car Dyke, Leisure Centre, Bourne Academy and Recreation Ground.



Above: Recreation Road play area

Positive aspects of character

There is a good range of house types and sizes including a significant amount of accommodation for rent and for older people.

Bourne Leisure Centre and Bourne Academy secondary school, both located off Edinburgh Crescent, are important community assets. The Recreation Ground offers various facilities including playing pitches and equipped play areas for children. It also provides a significant visual amenity within the immediate locality.

Areas of amenity land, trees, hedges, grass verges and planting within front gardens are vital elements which enhance the quality of the environment.

The Car Dyke, located on the eastern periphery of the area, is an important green corridor. The adjoining public footpath provides links to the open countryside.

Negative aspects of character

Bourne Academy and Bourne Leisure Centre generate significant levels of traffic which have an adverse impact on residential amenity.

The changing rooms on the Recreation Ground require renovation.

The area includes developments of generic housing with little local distinctiveness.

Dwellings often pre-date the era of mass car ownership and this can give rise to on-street parking issues. There are many examples of front gardens and boundary treatments lost to areas of hardstanding which is gradually eroding the visual quality of the environment within some streets.

There are no segregated cycle routes whilst footpath links are often in narrow corridors which are poorly overlooked.

CHARACTER AREA 6—IMAGE GALLERY



Above: Bourne Leisure Centre and Bourne Academy form the two largest buildings within Character Area 6, and together form a distinct community-orientated hub tucked away at the town's eastern extents



Above: Character Area 6 is dominated by expanses of residential dwellings

Above: Harrington Street is host to some of Bourne's residential 20th century architecture



Above: Mill Drove has a strong character with a consistent building line, large gardens, trees and hedgerow planting

Above: Semi-detached dwellings with copper porches at Ancaster Road

Above: The modern demand for car parking has resulted in issues across some of Bourne's older residential areas where parking provision was not a consideration at the time of construction

Character Area 7:

Beaufort Drive, Hazlewood Drive and Stephenson Way

Topography

This area lies north of the town centre on either side of the main A15 north-south road. As with the majority of Bourne town, the land is relatively flat, but there is a noticeable rise along Broadlands Avenue towards Beaufort Drive.

Land Uses

This area is entirely residential in character, the estates being developed in the second half of the twentieth century.

Layout

Beaufort Drive is the last turning on the left (west) off North Road (A15);

Stephenson Way is the last turning on the right (east), travelling from the town centre on North Road.

Each of these feeder roads leads to more residential development on either side of the A15.

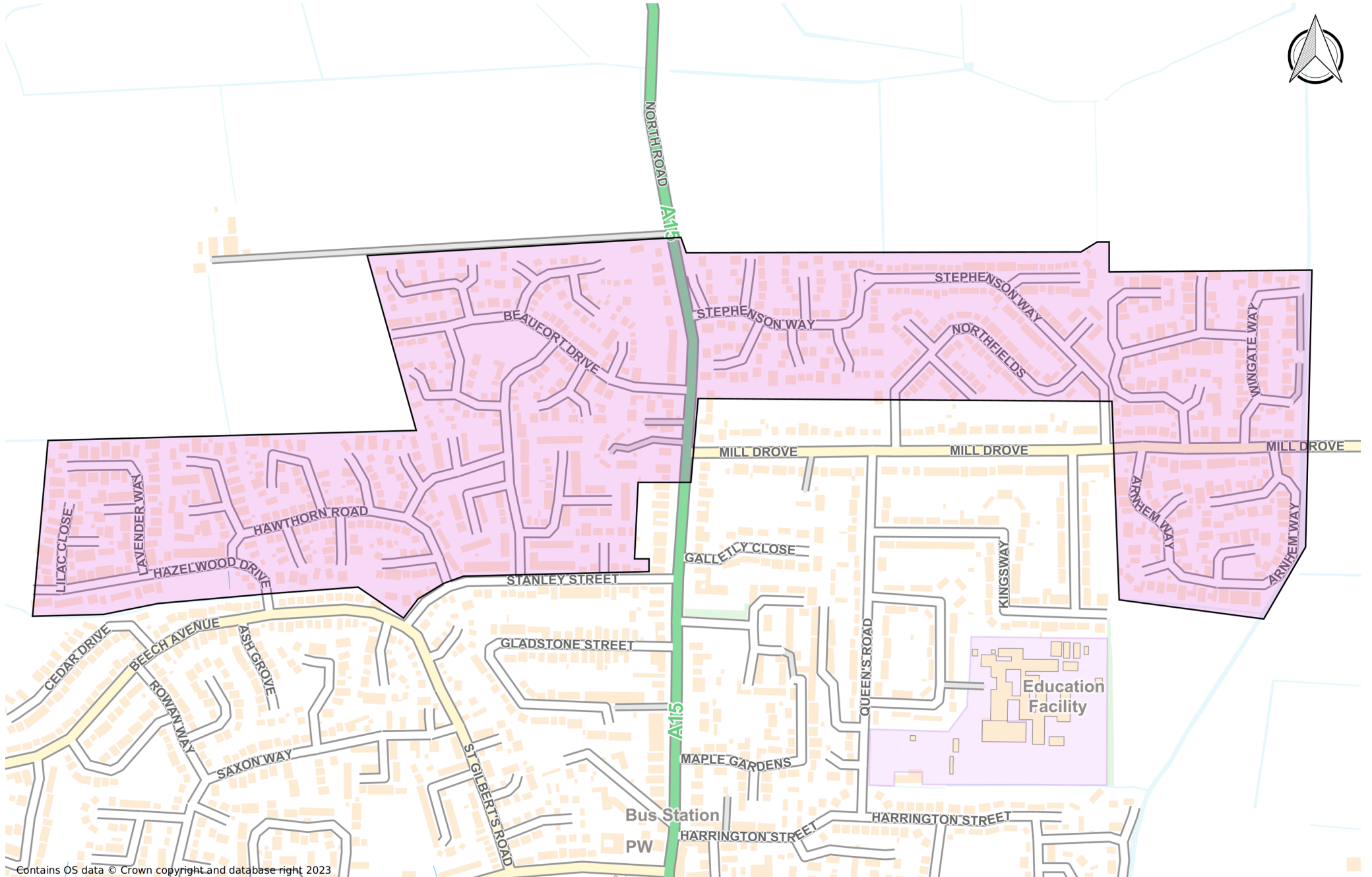
Buildings

The whole of character area 7 is residential. Properties are of brick and block construction with concrete roof tiles.

Properties are detached homes to the east of the A15, built by Allison's of Spalding. Homes to the west of the A15 on the Beaufort Drive development (about 60 houses,) were built by David Wilson Homes and include detached, semi-detached, a few terraces of 3 homes, but no bungalows. To the far west of the A15, the Hazelwood Drive development, by local builder Parker Homes, provides a large number of mostly 3 and 4 bed-roomed, detached properties, a significant number of which are bungalows. Within each development properties line the main through road which then branches to several cul-de-sacs

Broadlands Avenue is a fusion of housing styles, from the 1970's houses at its southern junction with Stanley Street, through 1980's homes to the 1990's houses at the northern end where it becomes part of the Beaufort Drive development.

East of the A15, the Stephenson Way development emerges via Northfields onto Mill Drove, a mature and varied popular residential road. Opposite the Stephenson Way/Mill Drove junction is a house which was formerly a crossing keeper's cottage on the Bourne to Sleaford railway line. Behind the newer Parker houses of Mill Drove, both north and south are roads and cul de sacs where the majority of properties are bungalows; these are popular with Bourne's increasingly older demographic. These homes are again mainly 3/4 bedroom detached and vary between buff and red brick with concrete tiled roofs.



Roads, Streets and Routes

These areas are of relatively intensive residential development and lead from wider roads at the entrances directly from the A15 to some tight cul-de-sacs further into the developments. Virtually all the roads are edged with pavements and the overall appearance is quite open.

Spaces

Off Hazelwood Drive, is a large, open, grassed space approximately half of which is occupied by a large balance pond.

Beaufort Drive has a central feature of a raised grass plateau with a number of mature trees and three separate areas of bushes. This is well maintained and used daily by dog walkers and by children and adults as a large, open play space.

North of Beaufort Drive, behind the inevitable cul-de-sacs which branch off from this main route into the estate, is a wide strip of cut grass approximately fifteen metres wide, which opens out onto Rochester Court in two places; the eastern end of the grass strip has a large balance pond. This grassed area can also be accessed from Foxley Court in two places and is used as an informal play area and walking space by local residents. The northern edge of this space is enclosed by a dyke, the curtilage of the town to the north, with open views to the fields beyond.

The green spaces on the eastern side of the A15 (Stephenson Way) are smaller and far less frequent, although houses on the northern boundary benefit from countryside views from their back gardens. The newer housing off Mill Drove (both sides) benefits from more open green space within the estates and at the eastern boundary. Houses and bungalows north of Mill Drove have excellent views across the Car Dyke to the east, and north to Dyke village. To the east is an owl tower in the first field which is home to barn owls <http://www.lenpicktrust.org.uk/owl-project/4593449091>

Green and Natural Features

The pond at the junction of Broadlands Avenue and Waterside Close: The space to the side of the pond is sloping land dominated by a few very large weeping willow trees. Perpendicular to this and on level ground is an open stretch of grass which fronts the rectangular pond, (a balance pond where water levels fluctuate throughout the seasons.) This space has potential to be improved and used as a recreational area.

At Hazelwood Drive to the far edge of this green space the dyke carries the water down from the woods toward the town. Following the dyke is one of the many footpaths which leave the woods, then skirts the Chalybeate Well field, runs behind the north-western side of Beech Avenue and picks up again as the dyke and the footpath continue into the town via Christopher's Lane.

As well as the raised grass area at Beaufort Drive, the stretch of land behind Rochester and Foxley Court has a dyke (which is often dry) running west to east at its northern boundary; the rough grass along its sides provides some shelter for wildlife.

On the eastern side of the A15 a small play area and some open grassed areas are located off Northfields and within the Parker Homes estate.

From the newer build houses on the south side of Mill Drove there is a large, grassed, open space on the estate and immediate access to the old railway line behind Bourne Academy and the footpath at the eastern side of the Car Dyke.

A further access is provided from Mill Drove directly onto the footpath on the eastern side of the Car Dyke which runs north to south at the edge of open fields, with a view eastward to the wider fen beyond.

Streetscape

Generally a mix of houses on good-sized plots, mostly well set back from the road, some behind walls or fences, but many open to the pavement.

Views

From the western end of Beaufort Drive, over farmland to Bourne Woods.

All the perimeter properties and many of the others in this area have views over farmland and Bourne Woods.

Character Summary

Land Use	Primarily residential
Layout	Feeder roads Beaufort Drive to the west and Mill Drove to the east of the A15 provide access to development around smaller feeder roads and cul de sacs.
Spaces	<p>The green with balance pond at the junction of Broadlands Avenue with Waterside Close.</p> <p>Large grassed area with balance pond and dyke off Hazelwood Drive</p> <p>Grass plateau with trees and shrubs off Beaufort Drive.</p> <p>Wide strip of grass with balance pond to the north of Beaufort Drive opening out onto Rochester Court and Foxley Court.</p> <p>Green areas off Northfields and in the Parker Homes estate.</p>

Buildings

Mainly brick and block, with concrete roof tiles; detached, semi-detached houses and bungalows. Suburban development from the 1970s to the 1990s.

Landmarks

The various green spaces.

Positive aspects of character

There is some variation of house types, sizes and tenures.

The estates are generally well maintained, relatively tranquil and are distinctly suburban in character with many detached properties set back from the road on good-sized plots. Soft landscaping, including prominent trees, grass verges, and planting within front gardens contribute positively to local character.



Above: North of Beaufort Drive — edge of settlement

The area includes part of North Road, which is a principal route and gateway into the town. Dwellings located along this road are typically set back from the highway with some degree of separation. Along the road there are highway trees, grass verges, and planting within front gardens. Collectively, these features contribute positively to the leafy character of the street scene.

Prominent amenity areas, particularly when planted with trees, act as positive features within the landscape.

There are views towards Bourne Woods and the countryside on the western edge of the area, most notably from Beaufort Drive. On the eastern edge there are views out across The Fens.

At the eastern end of Mill Drove, the Car Dyke is an important green corridor. The adjoining public footpath provides links to the open countryside.

Negative aspects of character

Housing is generic in style and lacks local distinctiveness.

Large areas of hard landscaping within some front gardens can gradually erode the quality of the street scene as trees and areas of planting are removed.

There is no equipped children's play facility west of North Rd and only a single play area to the east. There are no other formal recreational facilities within the character area.

There are no segregated cycle routes whilst footpath links tend to be in narrow corridors which are poorly overlooked.

The interface between the urban area and adjoining countryside is abrupt with very little opportunity for the landscape to permeate into the urban structure of the town.

CHARACTER AREA 7—IMAGE GALLERY



Above: Forming attractive centrepieces and enhancing the setting of those homes that surround them are a series of green spaces, many hosting mature trees



Above: Character Area 7 has a suburban aesthetic, with semi-detached and detached dwellings of late 20th century construction set along a series of feeder roads and more intimate cul-de-sacs. Each street/housing grouping tends to follow similar architectural styles, spacing, positioning and layout principles, making for several particularly uniform and orderly pieces of townscape

CHARACTER AREA 8 –

The residential west

Character Area 8 encompasses the land south of Area 7 and west of the Conservation Area (Area 1), from Beech Avenue and Stanley Street in the north, to West Road in the south. It also takes in the area between West Road and Elsea Park to the south. This large area has been subdivided into three zones:

Sub-area 8a consists of older residential areas to the north and west of the town: Gladstone Street, Elm Terrace, Christopher’s Lane, St Gilbert’s Road, Wood View and Burghley Street, and the residential area around the bus station in the north and further housing in the west at Tin Lane and Kesteven Way, around the Police Station. It also includes the more recent development off Tarragon Way on land formerly used for horticulture.

Sub-area 8b consists of the arc of Beech Avenue and its feeder cul-de-sacs, mostly named with tree associations: Forest Walk, Woodland Avenue, Poplar Crescent, etc. It encircles sub-area 8a on the north-western side of the town from West Road round to the junction of Beech Avenue with Stanley Street and includes Westbourne Park.

Sub-area 8c is made up of the residential areas west of the town but south of West Road, incorporating Westwood Drive, Harvey Close, Cecil Close, Churchill Avenue and Manor Lane.

Topography

The land on this western side of Bourne slopes up from the town centre towards the Kesteven Uplands and Bourne Woods.

Sub-area 8a – the older residential areas to the north and west of the town: Gladstone Street, Elm Terrace, St Gilbert’s Road, Wood View and Burghley Street; the Tarragon Way estate, and housing off Tin Lane and Kesteven Way.

Land use

This part of town is predominantly residential but also includes: the Roman Catholic Church, a veterinary surgery, childcare nursery, health centre, residential care home off Christopher’s

Lane, supermarket, pharmacy, petrol station and Tesco Express, and the bus station.

Layout

The majority of the pre-1990’s roads are lined with well-spaced detached and semi-detached houses and numerous bungalows, with good-sized front and rear gardens. The Victorian terraced houses on Wood View were built at the end of the 19th century for working class families to rent, a forerunner of the council housing we know today; there are further terraces in Gladstone Street and Elm Terrace. Main residential routes are gently curved and some cul-de-sacs offer more hidden seclusion. The Tarragon Way development has modern three-storey town houses as its centre piece and these terraced homes curve around a central, well-landscaped area. Other roads within this estate are generally curved and are connected by pedestrian pathways to the surrounding area.

Roads, routes and streets

St.Gilbert’s Road, Exeter Street, and Saxon Way are the main arterial routes through this area. St Gilbert’s Road and Exeter Street now create a main circular route from North Street to West Road, avoiding the town centre. The veterinary surgery, the supermarket, doctor’s surgery and pharmacy are all located along Exeter Street.

The Tarragon Way development has a single point vehicular entry from the roundabout at the junction with Exeter Street and St Gilbert’s Road, but there are many pedestrian routes throughout.

Saxon Way leads from the east end of Beech Avenue where it meets St Gilbert’s Road and rises in a long gentle curve leading onto Kingsley Avenue and on to Westbourne Park.

Landmarks

The landscaped gardens overlooked by the crescent of town houses on the Tarragon Way estate, off Thyme Avenue. Sainsbury’s Supermarket, Bourne Bus Station, the petrol station, and the doctor’s surgery are well-recognised landmarks.

Lanes, paths and cycle ways

Burghley Street runs from the far end of the shops on North Street through to Exeter Street, and Wherry's Lane provides an important pedestrian route through from North Street to Burghley Street. The Lane has been redeveloped in recent years and now combines a row of retail units with modern styled apartments and town houses.

Two footpaths from Burghley Street emerge onto Exeter Street and wend their way westwards, linking up with other paths, through the intervening estates towards Bourne Woods. Many of the walkways emerge onto green open spaces, often with fine trees, which enhance the openness and tranquillity of the residential areas.

A footpath links Kesteven Walk with the Tarragon Way estate and the path through Edwin Gardens towards the Woods, and another passes from Elm Terrace and St Christopher's Lane up to Orchard Close. All these paths are well-used, often to access Bourne Woods.

Spaces

There are significant green open spaces off Viking Way, Torfrida Drive and behind Leofric Avenue, whilst those along Edwin Gardens and Mercia Gardens follow one of Bourne's many waterways running down from the Woods towards the town.

Saffron Walk and Rosemary Gardens have spacious greens which are landscaped with trees and shrubs and form a focal point for the estate.

Westfield School has a large playing field as well as surfaced areas, and the Bus Station at the junction of North Road with St Gilbert's Road also has a large hard surfaced open space.

Buildings

Elm Terrace, Gladstone Street, Wood View and Burghley Street have Victorian terraced and semi-detached houses. The ones on Wood View are of yellow brick with string courses and decorative brickwork under the eaves, sash windows and elegant, functional chimneys.

Most other buildings in this area are post-war. Some of the most interesting of these are in the Tarragon Way development which has combined the central open green space with a crescent of three-storey town houses with balconies, suggestive of Edwardian town houses, built of red brick with red roof tiles. This estate also has a mix of modern detached, semi-detached properties and smaller terraced houses. Various footpaths link this area to the town centre in the east, other residential areas south and west and to Bourne Woods. The development is a good example of prioritising connectivity by footpath (and potentially cy-

cling) over less direct vehicular access in some parts. The herb names of the estate roads reflect the fact that the land was formerly used for horticulture.

Saxon Way dates from the 1970s and provides detached and semi-detached houses, and bungalows, on good-sized plots. Watling, Godiva, Mercia, Torfrida and Leofric are road names which relate to local historical links with Hereward the Wake. Prominent brick colours are red and buff. The generous gardens and wider roads (by more modern standards) give the development a fairly open, low density feel.



Above: The crescent-shaped Rosemary Gardens is one of the more recent developments in Area 8A; uncharacteristically tall (three-storey) dwellings face onto a landscaped central green

Green/Natural Features

The many green spaces are detailed under **Spaces**. The grassy amphitheatre-like space at the crescent from Saffron Walk and Rosemary Gardens doubles as an attenuation pond. Mercia Gardens and Edwin Gardens, with their wide green verges and the stream running through, have an open feel. The space opens out at the western end of Edwin Gardens onto a footpath which provides a green link between areas 8a and 8b. The footpath and the green spaces around it from Leofric Avenue to Oak Crescent link Edwin Gardens, Poplar Crescent and Torfrida Drive across the green space itself. This has TPO oak trees and widens out considerably, creating space for children to play.

Christopher's Lane leads off North Road; the pedestrian stretch provides a wildlife corridor along the backs of properties, up towards Bourne Woods and links areas 8a and 8b.

Street scene

The bus station, at the junction of St Gilbert's Road with North Street, provides the site for art work from a local school to be exhibited on the bus stands, a positive addition to the street scene of the town. A number of large wooden planters, filled with seasonal plants and flowers and often used for other displays, are dotted around the town; one of these is located at the bus station. This area is well supplied with bins, seating, lamp posts and CCTV.

Boundary treatments in this area are mainly fencing, railings and low buff-coloured walls with some hedging.

Saxon Way has mainly low frontage boundary treatments and in places, grass verges to the road, a mixture of hedging, some low fence panels and, occasionally, railings. The Tarragon Way development is more open, with few demarcations between parking and strips of garden in some areas. The larger properties have more defined gardens, drives and boundaries.

Views

There are glimpses to be had of Bourne Woods from various parts of this area, including Wood View and parts of the Tarragon Way development. Some of the open green spaces and walkways also provide a pleasing scene.

Sub-area 8b – the arc of Beech Avenue and its off-shoots and Westbourne Park and its feeder roads, to the north of West Road and west of sub-area 8a.

Land uses

This area is primarily residential apart from the Forestry Commission yard and buildings at the entrance to Bourne Woods off Beech Avenue, the primary school off Westbourne Park, and the care home situated to the east of the school but accessed from West Road.

Layout

Properties are mixed, mainly detached houses and bungalows, with settings linear to the gently curving road. Front gardens are generous, with ample garden, parking and garages. Rear gardens vary from ample to large depending on the situation.

Roads, routes and streets

Beech Avenue is the main route through this area. This road is often used as a cut through from the A15, via Beaufort Drive and/or Stanley Street and West Road, to the roundabout and the A151 (towards Grantham and the A1) and the A6121 (Stamford route).

Beech Avenue links the west to the residential developments to the north-west of Bourne, i.e. the residential areas off Hazelwood Drive, Lavender Way and Lilac Close, Hawthorne Road, Holly Drive and Elder Close, and the Beaufort Drive area.

Lanes, paths and cycle ways

Beech Avenue and its associated closes benefit from numerous linking footpaths, and this feature connects this area to residential developments in the north-western parts of the town. One such link is via a footpath from Hawthorne Drive which runs behind Cedar Drive up to the Woods.



Above: View up towards Bourne Woods from Cedar Drive in Area 8b

Spaces

Forest Avenue and Woodland Avenue are separated by a large open space with trees. This area was used in the Second World War as a Prisoner of War Camp.

The large open green space on Oak Crescent is on an incline, as is the one off Poplar Crescent from where a pleasant footpath leads off towards Edwin Gardens, Torfrida Drive and Oak Crescent.

The playing fields attached to Westfield Academy primary school.



Above: Landscaped grass verges and larger open spaces provide an important sense of spaciousness and a green and leafy appearance to Area 8b. The gentle curves of many residential streets are edged by evenly-spaced dwellings set along the same building line

Buildings

This westerly estate comprising Beech Avenue and its offshoots curves around the edge of the town, at times close up to Bourne Woods and the Community Orchard. Beech Avenue



Above: The housing across Area 8b, like most of the housing delivered in Bourne in the last 70 or more years, reflects the particular tastes and styles of the construction era rather than local vernacular forms

Landmarks

The woods behind Beech Avenue; the Forestry Commission entrance to Bourne Woods (just off Beech Avenue) and large open spaces are all major features in this area. Post boxes also provide reference points, especially so the one on the corner of Forest Avenue with Beech Avenue.

Westfield Academy primary school is another well-known landmark.

Green and natural features

The large green with mature and semi-mature trees, located between Forest Avenue and Woodland Avenue with its row of horse chestnut trees. The greens off Poplar Crescent, Oak Crescent and Ash Grove, the playing fields attached to Westfield Academy.

Street scene

There are 'speed bump' traffic calming measures along Beech Avenue. Boundary treatments vary from open-fronted to hedges, low walls, metal or wooden railings/fences.

Views

Some homes in this area have a view of Bourne Woods and open farmland used by a wide range of wildlife.

Sub-area 8c – the well-established residential areas west of the town but south of West Road: Westwood Drive, Harvey Close, Cecil Close, Churchill Avenue and Manor Lane. The area to the south, until recently open farmland and pasture, is now being built on as part of the Elsea Park development.

Land uses

This is a residential area with a mini supermarket on Churchill Avenue and the Electricity Transformer Station for the town on the southern section of Manor Lane.

Layout

Private residential properties line the streets and comprise detached, semi-detached houses and many bungalows. Most have generous front and rear gardens with adequate off-road parking. Consistent building lines and grass verges lend a fairly open feel.

Roads, routes and streets

Churchill Avenue, Westwood Drive and Harvey Close are the main routes through this area.

Lanes, paths and cycle ways

A walkway connects Churchill Drive from its north-west side to Cecil Close. Another connects Ostler Drive southwards with Harvey Close and continues southwards in what will be the northern green area with balance pond on Elsea Park.

Manor Lane runs from West Street southwards, down the side of Warner's factory site, past the Wellhead Fields (park), and past the electricity transformer station and a pair of cottages that once constituted the town's fever or isolation hospital, southwards towards Elsea Park and Wherry's Spinney.

Spaces

. The car park attached to the mini market on Churchill Avenue and the green open space on the opposite side of the road, At the west corner of Churchill Avenue with West Road.

- A green area off the south side of Westwood Drive.
- A rectangular area that has 'rewilded' on the corner of Manor Lane with Churchill Avenue and the large car park for Warner's (Midland) PLC' employees on the northern side of it.

Buildings

Westwood Drive, Harvey Close, Churchill Avenue, Ostler Drive and Cecil Close were all developed in the 1960s by local builders, Foster's, using mainly buff or terracotta brick colours. Set back from the road and with well-placed bungalows and houses along the curved or linear roads, these estates have a fairly open, low density feel, softened by the grass verges with trees. The views have been kept as open as possible by the strategic placement of bungalows and two-storey houses. Properties have pitched roofs with working chimneys.

Manor Lane forms the nominal eastern boundary to this area; it runs south from West Street. The Listed building on the west side of this junction is within the town's Conservation Area. On the way southwards the Lane passes entrances to Warner's (Midland) plc and the Wellhead Fields on its eastern side, and the Electricity Transformer Station on the western before the pair of semi-detached cottages which at one time constituted the isolation hospital for the town. These are low, two storied, rendered, with pitched roof and chimneys.

Landmarks:

The mini market on Churchill Avenue.

The communications mast to the rear of Churchill Avenue.

The electricity transformer station.

Green and Natural Features

Green space with tree opposite the mini market on Churchill Avenue.

Green space between two houses, bounded by a hedged ditch to the south, on the south side of Westwood Drive.

Larger space on corner of Manor Lane with Churchill Avenue: a wild area with trees and shrubs that provides good wildlife habitat.

Numerous grass verges, some with trees.

Street scene

The residential properties to the southern side of West Road, built in the 1960s, have virtually uniform buff brick front walls as boundary treatments. The wide separation distances between house fronts and generous front gardens, with wide pavements and verges create an open feel to the estates. West Road is most parts is a good example of a wide, mature street with well-spaced, large properties (with some infill), grass verges and trees lining the entry route to the town from the west.

Views

The views to the south of this area of Bourne were over farmland towards the Kesteven Uplands. This is about to change as the development on Elsea Park nears completion. The vista from the southern parts of Harvey Close and Westwood Drive will be over a landscaped green area (under the lines of pylons) incorporating balance ponds towards the new housing.



Above: Entry to Bourne from the west

Character Summary

Characteristic

Land Use	Primarily residential. Other uses include: a primary school, 2 residential care homes, 2 medical facilities and a pharmacy, a veterinary surgery, a supermarket and minimarket, the bus station, 2 childcare nurseries, churches of various denominations, a petrol station with minimarket.	Landmarks	Other parts of Area 8 are made up of development from the 1960s onwards, often of lower density and comprising two-storey houses, both detached and semi-detached, and bungalows, sited off curved roads, often with grass verges.
Layout	Fairly low density housing is spaced out along often curved residential routes, their offshoots and cul-de-sacs. The most recent development of Tarragon Way has as its focal point a landscaped green area overlooked by terraces of three-storey town houses arranged in a crescent. Many footpaths link the green spaces across the area and provide pedestrian/cycle access to Bourne Woods.	Positive aspects of Character	The various “greens” within developments, the school,, supermarket, Bus Station, petrol station, the entrance to Bourne Woods, the mini-market on Churchill Avenue. There is a wide variation of house types and sizes. The estates are generally well maintained, relatively tranquil and are distinctly suburban in character with many detached properties set back from the road on good-sized plots. Soft landscaping, including prominent trees, grass verges, and planting within front gardens contribute positively to local character. West Rd serves as a gateway into the town. Spacious plots and soft landscaping, including grass verges with trees, and planting within front gardens contribute positively to the leafy character of the street scene.
Spaces/green areas	There are significant green open spaces in this north-western part of Bourne: off Beech Avenue, Viking Way, Torfrida Drive, Leofric avenue, Saffron walk and Rosemary Gardens. Those along Edwin and Mercia Gardens follow one of many waterways running down from the Woods towards the town. Other spaces include the school playing fields, hard surfaced parking at the surgeries, supermarket and bus station. In the south-west section there are hard surfaces at the mini-market and Warner’s car parks, and green areas off Churchill Avenue and Westwood Drive, with a wild area at the corner of Churchill Avenue with Manor Road.		
Building scale/ Appearance	The oldest buildings are in the north-eastern part of this Area 8, behind North Street and North Road. Here there are Victorian terraces and semi-detached and detached houses interspersed with post-war housing consisting of two-storey detached and semi-detached houses with some bungalows. The most recent development is that of the Tarragon Way (Herb) estate which incorporates terraces of three-storey town houses and a mix of detached, semi-detached and smaller terraced houses.		

Whilst the area is predominantly residential, it includes other uses of importance to the local community, including some shopping, medical and educational facilities.

Several locally important buildings (identified in the inventory of non-designated heritage assets), including Park Farm on West Rd and Woodview Terrace, contribute positively to the historic character of the town. In addition, most notably along West Rd, there are examples of architectural embellishment of buildings which contribute positively to the street scene.

Prominent amenity areas, particularly when planted with trees, act as positive features within the landscape. Examples include land at the junctions of Broadlands Ave/Waterside Close and Beaufort Drive/Broadlands Ave.

Footpaths within the area north of West Rd give access to Bourne Woods and the countryside whilst the area south of West Rd includes links from Churchill Road into the Well Head Fields, towards the town centre and into open space planned as part of the Elsea Park development.

Negative aspects of character

The housing, particularly within the estates, is predominantly generic in style with little local distinctiveness.

Large areas of hard landscaping within some front gardens create a harsh public realm which can gradually erode the quality of the environment as trees and areas of planting are removed.

The interface between the urban area and adjoining countryside is essentially abrupt with little opportunity for the landscape to permeate into the urban structure of the town.

There is a single, equipped children's play facility north of West Rd and no provision within that part of the character area south of West Rd. There are no other recreational facilities, although parts of the area are near to Bourne Woods, the Well Head Fields or open space at Elsea Park.

The proliferation of culs-de-sac can make navigation difficult.

The only segregated cycleway is along the north side of West Rd between Stamford Hill and Westbourne Park.

Segregated footpath links tend to be in narrow corridors which are poorly overlooked.

CHARACTER AREA 8 —IMAGE GALLERY



Above: Saffron Walk formal garden area



Above: Community Orchard, off Beech Avenue



Above: Forest Avenue - Local green space on Beech Avenue



Above: Stanley Street - ribbon brickwork



Above: Entry to Orchard and Woods from Beech Avenue



8 DYKE CHARACTER PROFILE

Introduction

The village of Dyke is located to the east of the A15, just over a mile north of the outskirts of Bourne. It is thought that Dyke gets its name from its position on Car Dyke. As the surrounding land was marshy fen it is possible that Main Road runs along what was the firmest ground and provided a safe footpath for crossing the fen.

It is recorded in the Domesday Book of 1086 that Oger the Breton owned land in Dyke: pasture, arable and woodland. Until the twentieth century this village was self-sustaining, with its own school, butchers, bakery, grocers, public house, chapels, smith, and most of the inhabitants worked in agriculture or in ancillary trades.

Topography

The land slopes gently down from the A15 junction, through the village, to level out on the fens. Car Dyke, an artificial water channel constructed by the Romans in the second century AD, runs along the western edge of the Fens. Several stretches of the Car Dyke are registered as Scheduled Ancient Monuments, including the section between Dyke and Bourne. [The Car Dyke is the largest of the known Romano-British waterways and is an important feature of the Roman landscape in the fens.]

Land use

The land use within the village itself is now mainly residential. With the exception of a few, the farms have largely been redeveloped for housing. There is a public house (the Wishing Well), two chapels (one hidden down a track), a village hall, a village green/play area, and a converted windmill. Land surrounding the village is in agricultural use.

Layout

The central core of the village is the oldest part with much more recent houses to the west and east. Homes are arranged in a linear fashion along the road, with housing either side of the main street through the village. A couple of new estates have been built, one for the elderly and one of large executive homes.

Roads

Main Road branches off to the east from the A15 and is a wide open road, with a footpath on either side, down to the village green and the Car Dyke. There are four small closes, with Redmile Close joining Main Road on its southern side.

Lanes, paths and cycle ways

The farm track opposite the Wishing Well pub runs southwards towards Bourne along what was once the railway line. Another leaves the village from its eastern end, passing the (listed) hidden chapel to head north towards Morton. A further footpath can be picked up on the eastern side of Car Dyke (using a pedestrian bridge) to walk southwards to Bourne.

Spaces

The large village green with a fresh water spring is located towards the east end of the settlement, bearing the decorative Village Sign. The village also has a very large playing field with play equipment.

The Wishing Well pub has a large car park and gardens.

The corridor of Car Dyke, a section of which is a Scheduled Ancient Monument.



Above: Aerial image of Dyke

Buildings

Most of the dwellings are detached and represent many differing styles. A small close on the western side of the village provides well-spaced bungalows. There are more bungalows along Main Street, set well back from the highway. The remainder of properties along Main Street consist of a mix of cottages and mostly semi-detached, detached and terraced houses dating from the 18th, 19th and 20th centuries. There are a few good examples of the traditional Kesteven vernacular style. Older properties include the large three-storey house set back behind the village green:



Above: Brittain House



Above: Baptist Chapel—built in 1879; a school room was added to the rear in 1895 which was only closed in 1980

The Baptist Chapel is brick built, with the facing bricks on the front elevation ochre in colour and those to the side a more traditional red.

There has been sympathetic modern development of town houses adjacent to the chapel, constructed with reconstituted limestone blocks.

Large modern, “executive” homes occupy a site on the south side of the street, towards the eastern end of the village.

Windows vary, with some sash windows and some dormers. There are also semi-detached cottages built in red brick and stone, and one thatched cottage (Redmile Farm) of stone construction. Roofs of slate or pantiles are either pitched, hipped, or ridged, some with stone quoins and decorative brickwork under the eaves, as seen on the chapel.

Stone barns and farmhouses have been converted and accompanying new builds are of similar materials.

The old railway cottage is pantiled and white washed. Some cottages are traditionally built of either red or buff brick and there is wooden cladding on some facades.

The Wishing Well pub is a mock Tudor building with a pitched roof and casement windows.



Above: Wishing Well Inn – this first opened as the Crown in 1879. A well-shaft still exists within the building, once its main water source. The right hand side of the building, now kitchens, was once the butcher’s shop. The building came under new ownership in 1965 and was remodelled to create a mock-Tudor exterior

A number of listed buildings can be found within the settlement; their locations are shown on the map on page 100. (Full details can be found at: www.historicengland.org.uk).

Landmarks

The bridge over the Car Dyke at the eastern end of the village.

The well on the village green.

The village hall.



Above: The Village Hall—made of timber and cladded in corrugated iron, this started life as an army hut at Belton Park during World War 1

The public house.

The converted windmill.

A post box.

The telephone kiosk opposite no. 45 Main Road – Grade II listed



Left: Dyke windmill – original opened around 1650 to power the water pumps in Deeping Fen. Around 1840 it was dismantled and rebuilt in Dyke where it was used as a flour mill and to grind cattle food. It continued in use until 1926, the adjacent bakehouse producing bread for the village

Green and Natural Features

Wide canal banks; green hedging as boundary treatments; landscaped gardens; wide foot-paths; and many specimen trees. The surrounding farmland.

Street Scene

Linear main street. Planted containers outside many properties, including the Wishing Well pub. Street lighting.

Views

There are open views across farmland towards Bourne in the south and across the Fens to the east, whilst Bourne Woods are visible to the west. Towards the village green from Main Road to the west. Towards the village green from Main Road to the east.

Separation distances

The road is approximately 5 to 6m wide; the distance between the frontages of houses varies, ranging from about 20 to 30m.

Character Summary

Characteristic:

Land Use	<p>Mostly residential within the village. A few farms remain but most farm buildings have been converted for housing.</p> <p>Public House (the Wishing Well), two chapels, village hall, village green and play area, converted windmill.</p> <p>Surrounding land is in agricultural use.</p>	Green and natural features	<p>The wide banks and corridor of Car Dyke.</p>
Layout	<p>Linear village with homes aligned along both sides of Main Road. More recent developments include one for the elderly and one of executive houses.</p> <p>Main Road branches off to the east from the A15, and Redmile Close joins this through road from the south.</p>	Positive aspects of Character	<p>The tranquil, rural nature of the settlement and its countryside setting are key elements of Dyke's character.</p> <p>Public footpaths provide valuable links to the countryside including along the Car Dyke towards Bourne.</p> <p>Listed buildings and other, locally important buildings (identified in the inventory of non-designated heritage assets) contribute positively to the historic character of the village.</p> <p>There are several buildings which serve the local community including the village hall, a public house and two chapels. In addition, the memorial ground and village green are important recreational resources.</p> <p>The village green and grass verges, together with hedges and trees within front gardens, contribute positively to the street scene.</p>
Building scale/appearance	<p>The majority of homes are detached: chalets, traditional cottages of some age including one stone cottage with thatched roof. From the very large (including a manor house) to much smaller individual and semi-detached houses and bungalows, with some modern executive style houses. A number of listed buildings; converted stone barns and farmhouses, with new builds of similar materials. Some Georgian style homes.</p> <p>Materials: red brick and stone, stone quoins; slates or pantiles. Roofs are hipped or ridged, pitched. Some dormer windows, some sash windows. Chapel is of yellow brick, railway house is white. Village hall is a wooden and corrugated iron clad structure.</p>	Negative aspects of character	<p>Some recent infill development lacks local distinctiveness.</p>
Spaces	<p>A large village green with freshwater spring, and a large playing field. The pub car park and gardens.</p>		



Above: Former railway crossing cottage



DYKE — IMAGE GALLERY

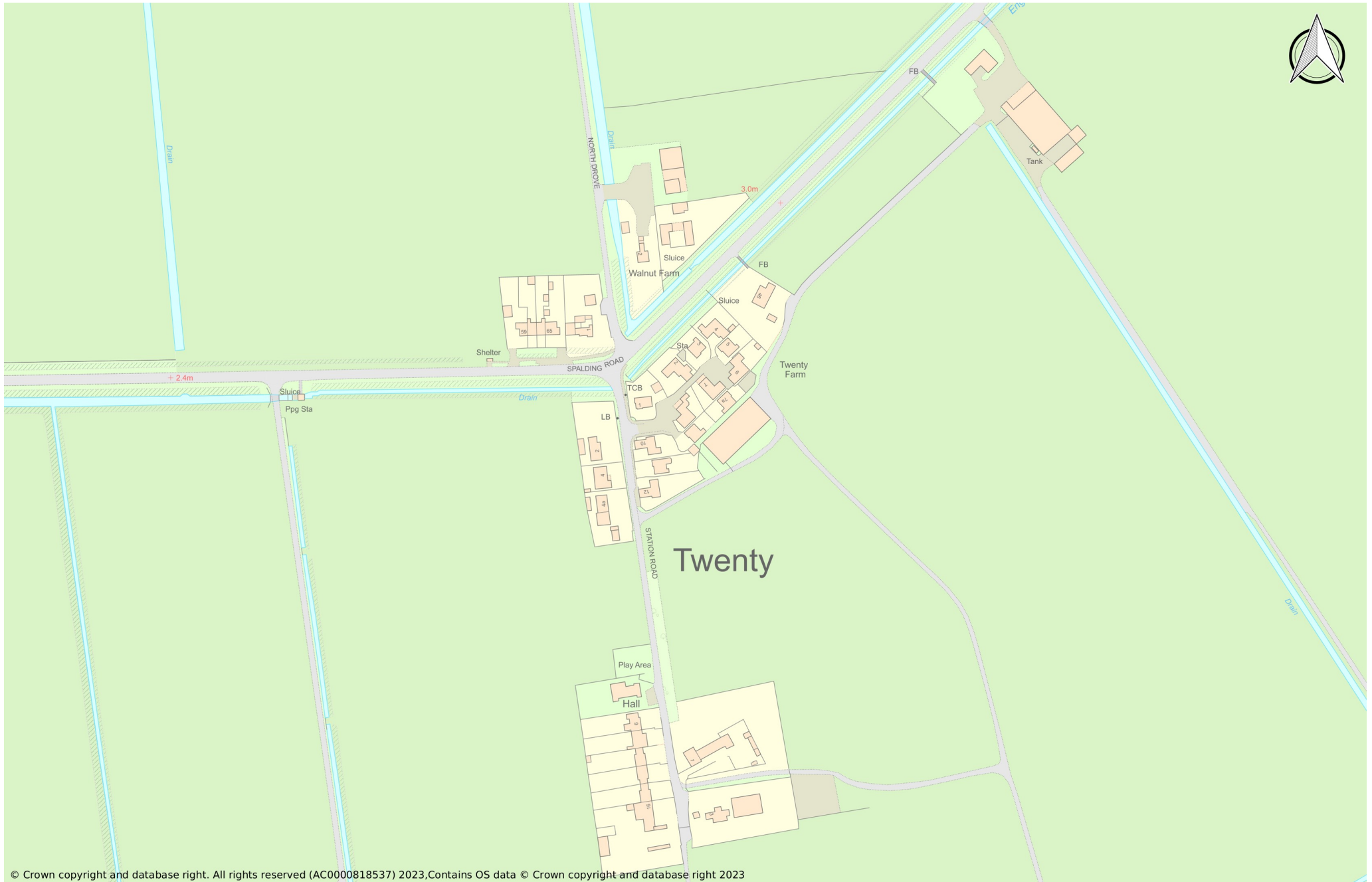


Above: Dyke has a rich and attractive historic built environment, with many eye-catching and distinct vernacular and period buildings





9 TWENTY CHARACTER PROFILE



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Above: Map of Hamlet of Twenty

The hamlet of Twenty is located some three miles (5km) to the east of Bourne, at the eastern margins of the parish, and mainly south of the A151 road. Until the mid-twentieth century it was connected to both Bourne and Spalding via the railway. Twenty was described by John Marius Wilson, in his Gazetteer of England and Wales, 1870-72, as a railway station in Lincolnshire, on the Stamford and Spalding Railway. The railway functioned from 1866 to 1959.

It is thought that the hamlet's name is derived from the Twenty Foot Drain, the main part of the drainage scheme put in place by Robert Bertie, Earl of Lindsey. It was completed in 1638 and was progressively undone from 1642 onwards during the English Civil War.

Topography

The fenland here is flat and very low-lying, at or around sea-level. It consists of land reclaimed from wetland.

Land use

Residential and farm buildings, a village hall (not in use), the old railway station, the pumping station on the A151 nearby, set in the midst of the rich agricultural land of Bourne North Fen.

Layout

The development in the hamlet is mainly linear, along both sides of Station Road, towards the old railway station. A small modern housing estate was built at the northern end, on the corner with the A151, on land that was formerly occupied by a farmhouse and yard. Further terraced houses are located on the northern side of the A151, on the eastern side of Twenty (North) Drove. There are a number of farmsteads in the vicinity, spaced out along the droves which branch off the A151.

Roads

Twenty has one narrow lane (Station Road) running south from its junction with the A151 Spalding Road through the hamlet, without a footpath. A farm track, or Drove, continues southwards from the other side of the old railway gates. Twenty Drove branches north off the A151 at its sharp bend and links up with Bourne Drove (which then becomes Dyke Drove).

Spaces

There is a small playing field next to the old village hall and a small car park. The old railway station also has a parking area.

Buildings

One of Twenty's most significant buildings is the village hall. According to "A Brief History of Twenty" by Don Fisher, it was finally opened in 1952 after a long period of fundraising, and bears a distinct Art Deco style.



Above: Terrace of houses on A151

The terrace of four brick houses on the northern side of the A151, built for the Local Authority, have sash windows under arched soldier brick lintels; the roof, which has been replaced, is ridged, with gable ends, and grey slate-like tiles. The adjacent 1886 house still has its slate roof; the upper part of the front elevation is tile-clad and has some distinctive English bond brickwork sometimes found on traditionalist Victorian houses. This house, accessed from Twenty (North) Drove, was at one time used as the police house and still has the police cell towards the rear of the building. Further along is a 1912 detached farmhouse with stone lintels above sash windows. The old farm buildings are converted to a bungalow, with modern galvanised metal sheds nearby.

On the east side of Station Road, close to the A151, is a small 1990's development of twelve homes: nine bungalows and houses within a cul-de-sac, and three more fronting onto Station Road. This is a compact development with block-paved pavements and roads. The red-dish brickwork features of the homes are reflected in the coordinating brick patterning and colour of their perimeter walls. Some of the buildings have stylised quoins and white render, with terracotta pantiles on roofs.

On the same side of the road but towards its southern end are two of the oldest buildings: the old school house, now a residential property, and the railway station.

The station was built as part of the Spalding and Bourne line which opened in 1866 and became part of the Midland and Eastern Railway. The line closed in 1965. The old school house comprises the dwelling, red brick with pantiles, chimneys and gables, and the old school room (red brick with slate roof) which is annexed to the main building; it still bears the big school clock on an outer wall.

Facing the old station and school buildings are six semi-detached properties reflecting the generic style of local authority post-war housing – red brick under grey concrete tiled roofs. The properties are linked by single-storey outbuildings, creating a terraced effect. They are sited at field level on the western side of station Road, lower than the tarmac road surface itself, the front gardens sloping down to the houses. Their back gardens are large.

Further north on this western side of the road is the village hall with play area, now both unused and sad-looking. Three further bungalows, standing on generous plots, lie to the north. These were originally post-war prefabs but are bricked.

Twenty Pumping Station is a small electric pumping station operated by the Black Sluice Internal Drainage Board; it is sited west of the junction, on the A151.

Landmarks

The School house, the Station house and disused railway platform. The post box up near the A151. The village hall.

Green and Natural Features

The playing field by the village hall. Large, mature gardens to all the older properties. The mature trees bordering the eastern side of Station Road.

Street Scene

Station Road is tarmacked but lacks pavements. Boundary treatments include hedging and fencing. Very few street lights. A row of mature trees line the lane through the hamlet.

Views

Twenty has an open aspect in all directions over fenland. Key views include:

- to the east/south/south-east towards the River Glen embankments; and
- to the west towards Bourne Woods and the Kesteven Uplands.



Above: Fen views towards Bourne and Kesteven Uplands



Above: Views East towards River Glen

Character Summary

Land Use	Residential and farm buildings, disused village hall and railway station and associated spaces. Pumping station on A151.
Layout	Mainly linear development along both sides of Station Road. Compact, modern housing estate at northern end, close to A151. Terraced houses on north side of A151, close to road junction, and spread out farmsteads along drove roads.
Building scale/appearance	Generally well-spaced housing in generous plots, less so on modern development. Includes terraced and semi-detached homes built for the Local Authority in the early part of the 20 th century, three post-war bungalows, and the oldest buildings: the large Old School House (now a residence) and the disused railway station dating from 1866.
Spaces	Small playing field and car park next to the disused village hall. Parking area at the old railway station.
Green and Natural Features	Large mature gardens to the older properties. Mature trees bordering the eastern side of Station Road.
Positive aspects of Character	<p>The rural nature of the settlement and its countryside setting, with wide views across The Fens, are key elements of Twenty's character.</p> <p>Trees, hedges, and grass verges adjacent to Spalding Road and Station Road contribute positively to the landscape of the settlement.</p> <p>There are several, locally important buildings (identified in the inventory of non-designated heritage assets) which contribute positively to the historic character of Twenty.</p>



Above: Aerial image of Twenty

Negative aspects of Character	<p>Housing is largely generic in style with no reference to local vernacular.</p> <p>The village hall is disused, and the play equipment requires refurbishment.</p> <p>Much of Station Road is not served by a pavement and is unlit.</p>
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TWENTY —IMAGE GALLERY



Above: Pumping Station on A151 Spalding Road



Above: Village Hall



Above: Front of Station House



Above: Old school house



10 CAWTHORPE CHARACTER PROFILE



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Above: Map of Hamlet of Cawthorpe showing locations of listed buildings

Topography

The land here slopes gently upwards through the hamlet, from the A15 westwards, towards Bourne Woods and the Kesteven Uplands.

Land use

Cawthorpe is surrounded by farmland, mainly arable. The buildings within the hamlet are now primarily residential, many of the former barns having been converted; a former farm-yard has also been developed for housing.

Layout

With the exception of a small enclave of executive style homes around a short cul de sac, buildings are sited on either side of Cawthorpe lane and are set at varying distances from it.

Roads and footpaths

The tree-lined lane leaves the western side of the A15 at a point roughly 800 yards north of Bourne's development. The tarmac surface runs through the hamlet for 800 yards, as far as Cawthorpe Hall where it becomes a farm track. This track then forks into two: one continues roughly northwards towards an entrance to the northern end of Bourne Woods known as Fox Wood; the other, a bridleway (Wood Lane) turns west to approach the Woods at a different point and continues towards Edenham. Further footpaths cross open farmland towards the villages of Hanthorpe, Morton and Dyke. One footpath leads diagonally across a field from Cawthorpe lane to join the A15 footpath just north of Bourne.

Spaces

The buildings along Cawthorpe lane are interspersed by paddocks, farmyards and large gardens.

Buildings

Buildings here are mostly constructed of stone, with some red terracotta brick, and have pantile or slate roofs. There is a variety of roofing styles: sloping, hipped, or ridged. Apart from a pair of semi-detached Victorian cottages the dwellings are detached and individual in design, of varying ages, from the 17th century Cawthorpe House, 18th century manor house (Cawthorpe Hall) and farmhouse to a new build completed in 2018/19.

Four listed buildings can be found within the settlement; their locations are shown on the map below (full details can be found at www.historicengland.org.uk).



Left: Aerial view of Cawthorpe

Views

Towards Cawthorpe House from the west.

Positive aspects of character

The tranquil, rural nature of the settlement and its countryside setting are key elements of Cawthorpe's character.

Dwellings are interspersed with large gardens, paddocks and open countryside which penetrates to the heart of the settlement to create a strong, verdant landscape.

Trees, hedges, and grass verges along the road frontage contribute positively to the leafy character of the lane.

Listed buildings and other, locally important buildings (identified in the inventory of non-designated heritage assets) contribute positively to the historic character of Cawthorpe.

Low stone walls adjacent to the highway are an important feature of the settlement.

Public footpaths provide valuable pedestrian links to the countryside.

Negative aspects of character

Recent infill development is less locally distinctive than older buildings within Cawthorpe.

CAWTHORPE —IMAGE GALLERY



Above: Cawthorpe has a tranquil, verdant rural character



11 CHARACTER SUMMARY

CHARACTER SUMMARY

The town of Bourne has evolved in an area of south Lincolnshire where the flat fenland to the east makes way for the rolling landscape that is underlain by the Jurassic geology of the Kesteven Uplands to the west. The rich soils, the presence of a plentiful supply of water (the name, Bourne means ‘spring’ or ‘stream’), and its position along an important Roman road (King Street) has ensured that the town and its parish has developed as a thriving centre for agriculture and trade.

The character of Bourne may be defined by its historic core at the cross-roads of two major roads, its setting close to a wide expanse of woodland, fenland and waterways, and the quality of its residential areas, the majority of which feature green open spaces with plantings of trees, hedges and shrubs. Some more recent developments have a greater density of housing not in keeping with the rural nature of the town surrounds.

Offering a more tranquil, rural character are the small isolated settlements of Dyke, Twenty and Cawthorpe, each with their own unique build and natural charms and assets.

PROTECTING AND ENHANCING LOCAL CHARACTER

Based on the findings of this report and the documented features and characteristics which define Bourne and the parish settlements, the following should be seen as key priorities to ensure that the existing character is protected and enhanced in the planning of any new developments:

- Protection of key local landscape and townscape views;
- Protection of key local landscape features and characteristics, including the Bourne Eau, Car Dyke and other parish waterways, and Bourne Woods, and adherence to the specified management objectives for each of the Landscape Character Areas (as set out in the “Landscape Setting” of this report);
- Retention of existing green spaces, including school playing fields, which offer recreational and leisure opportunities to local residents whilst enhancing the setting of those buildings which overlook them;
- Retention of existing planting and greenery in public areas, including grass verges, hedgerows and trees, and the progression of further appropriate planting schemes as part of any new development.
- Discouragement of the use of hard standing in front gardens except where reasonably required for parking, and the retention of some vegetation.

- Encouragement of the use of locally distinct designs materials and finishes on alterations to existing properties, particularly within the Conservation Area and in proximity to Listed buildings or buildings of note (on the Local List).
- Protection of listed properties and other local landmarks and buildings of historic and/or architectural significance, and
- Compliance with existing building lines, layout and orientation where new development is proposed. Efforts should be made to respond positively to the local character in terms of locally distinct building designs, materials, scale, type, form and detailing.

APPENDIX 1

**BOURNE TOWN LISTED BUILDINGS AND
SCHEDULED ANCIENT MONUMENT DETAILS**

WEST STREET

Premises on corner of South Street with West Street (no. 1, West Street), Market Place, south side.

list entry number: 1241952

Late 17th C with 18th C fenestration; 2 storeys with gabled dormers. Rendered over brick.

Premises to west of previous entry, (1a?) West Street.

list entry number: 1242316

Late 18th C, two shops, red brick with stone band between 1st and 2nd storeys. Parapet.

No. 6 West Street, north side

list entry number: 1260250

Mid 18th C with later alterations. 3 storeys, with slate roof.

No. 8 West Street, north side

Formerly the Crown Public House

list entry 1273002

Mid 19th C front elevation in stucco and rough cast. Coach arch to side provides access to the Crown Precinct.

No. 12 West Street, north side

list entry number: 1241970

Mid 18th, 3 storeys, in red brick and modern concrete tile roof. Stone doorcase.

No. 13 West Street, south side

list entry number: 1260251

Late 18th C, 3 storeys. Cement rendered, with Welsh slate roof.

Nos. 14 and 16 West Street, north side

list entry number: 1243253

18th C or early 19th C. Red brick with pantile roof.

No. 18 West Street, North side

list entry number: 1241972. Early 19th C (dated 1834) red brick with concrete tile mansard roof. 2 storeys

No. 19 and 21 West Street, South side.

list entry number: 1243320. Late 18th C – one building in blue and red chequered brick with Welsh slate roof. No.21 with bowed window. 2 storeys.

No. 34 to 42 West Street, North side

list entry number: 1243261. 18th C or early 19th C – range of cottages in coursed stone with continuous roof of old slates.

No. 35, West Street, south side

“Saxonhurst”

list entry number: 1241978

Late 18th C, 3 storeys. Cement rendered ground floor, roughcast. Slate roof. Coach arch.

No. 44 West Street, North side

list entry number: 1241974

Mid- 18th C – small cement rendered house, 2 storeys.

No. 4, St. Peter’s Road, off south side of West St.

list entry number: 1273153

Early 19th C, 2 storeys, brick with pantile roof; triple arcade with keystone to ground floor.

No. 49 West Street, south side

Formerly the Golden Lion Public House

Late 18th C/early 19th C, 2 storeys in painted rubble. Double roof.

No. 51 West Street, South side

list entry number: 1260252

Late 18th/early 19th C; 2 storeys, white painted brick and canted bay window.

No. 61 West Street, South side

list entry number: 1241979

Early 18th C, coursed stone.

No. 91 West Street, South side

list entry number: 1243329

An earlier house with 18th C front; 2 storeys and attics, in coursed rubble; steep roof with modern concrete tiles.

Baptist Chapel, West Street, North side

list entry number: 1241973

1835, 2 storeys; simple classical front in ashlar with pilasters at corners.

No. 46 West Street, north side
Bourne House
list entry number: 1243308

Late 18th C - Large mansion in ashlar, 3 storeys, with parapet and rectangular porch.

NORTH STREET

Town Hall, Market Place, east side
list entry number: 1242224

1821, by Bryan Browning. Small classical hall, ashlar faced with elliptical coach arches on either side and 2 recessed flights of steps which curve to second storey.

No. 3 North Street, west side.
list entry number: 1260089

Market Place, west side, premises formerly occupied by HSBC (Midland) Bank.
Early 19th C, 3 storeys, yellow brick with stone capped parapet.

The Angel Hotel, Market Place, west side
list entry number: 1241951

On site of earlier hotel; complete "Tudor" rebuild in 1860. Red brick with 3 gabled bays; fourth, larger gable over archway.

The Burghley Arms, Market Place, east side
list entry number: 1241949

Formerly the Bull Hotel. Birthplace of William Cecil, Treasurer to Queen Elizabeth I. Formerly modernised and roughcast, now given Tudor features with coach arch and mullion windows.

Nos. 8 and 10 North Street, East side
list entry number: 1242279

Right hand section of building is one build with Burghley Arms. 2 storeys, ashlar front and 1 dormer; left hand section is one build with the premises to the north (estate agents), refronted in the Lloyd's Bank style in the early 20th C. Ashlar front with stone slate roof.

No. 15 North Street, west side
list entry number: 1241954

Early 18th C, 2 storeys and attics, with Welsh slate roof, rendered front and rubble to sides.

No. 17 North Street, west side
list entry number: 1241955

Remains of good, early 18th C front over modern shop. In red brick with coursed rubble to side.

No. 29 North Street, West side

list entry number: 1242321. Late 18th C, 3-storey red brick with Welsh slate roof. 19th C shop front.

No. 34 North Street (Harrison and Dunn)

list entry number: 1241957

18th C, 3 storeys in brick, with stone-capped gable ends and Welsh slate roof.

No. 35 North Street, West side

list entry number: 1260278

Formerly the Six Bells public house. 18th C, 3- storey, painted brick. Elliptical carriage arch to right.

No. 41 North Street, west side

"Wake House"

list entry number: 1242358

Early 19th C, 3 storeys, rendered. Birthplace of Frederick C. Worth, Parisian milliner/fashion house.

SOUTH STREET

No. 3 South Street, West side

list entry number: 1241958

Probably 17th C, 2-storey cottage, steep pantile roof. 2 ground floor shop front bays.

No. 5 South Street, West side

list entry number: 1259119

Late 17th C cottage in brick, rough rendered and colour washed. 2 storeys and attics, with mansard roof of old slates.

Masons Arms public house, South Street, west side

list entry number: 1241959

Early 18th C, L-shaped. 2 storeys, coursed rubble with stucco upper storey and pantile roof. 3 small bays.

No. 12 South Street, east side
“Stone House”, adjoining to right
list entry number: 1273104
Late 18th/early 19th C. One storey and attics in ashlar with steep-pitched pantile roof and 3 dormers.

Section of former warehouses, now redeveloped as flats, South Street, east side
South section of Mill Flats, opposite Wellhead park.
list entry: 1260246
Late 18th C origin, 3 storeys, red brick with rubble plinth.

Well Head Cottage, South Street, west side
list entry number: 1260271
Sited in Wellhead Fields. Formerly Castle Farm. Early 18th C or before. 2 storeys, coursed stone with ashlar rusticated quoins and steep roof of old slate.

Shippon Barn, to north of Well Head Cottage
list entry number: 1241937
Part of former farm buildings. Dressed stone in courses with ashlar band, stone slate roof. Stone arrow slits may have been part of original castle buildings.

Red Hall, South Street, west side
Grade II listed
list entry number: 1259132
Early 17th C mansion in red brick; 3 storeys with later 17th C projecting porch in ashlar.

No. 29 South Street, west side
list entry number: 1241961
Small 2-storey “Gothic” house in stucco on brick, in the form of a castle, with pilasters rising to turrets on each corner.

Wall and gateposts of No. 29, South Street, west side
list entry number: 1259150
Gateposts with pyramidal caps of stone.

No.30 South Street, east side
“Bourne Eau House”
list entry number: 1260247
17th C house with 18th C alterations and additions. Red brick with Welsh slate roof.

Nos. 31 and 33 South Street, West side
list entry number: 1241962
Late 18th C – pair of semi-detached cottages in red brick with pantile roof. 2 storey,

No. 21 South Street, West side
Baldock’s Mill
list entry number: 1260253
Right-hand section is the house attached to the mill: early to mid 19th C, coursed rubble with stone slate roof.

Middle and left-hand sections probably late 18th/early 19th C, the middle section comprising the mill premises, the left-hand section used for storage.

Footbridge to rear of No. 30 South Street, Bourne Eau House, east side
Part of the property of No. 30.
list entry number: 1241965
Small cast iron bridge with gates, probably mid-19th C., crossing stream near West front of Abbey Church in Church Lane.

Parish Church of St Peter and St Paul, South Street, east side
*Grade 1 listed
list entry number: 1260249
Present building was formerly the church of the Priory of Augustinian (Arrouaisian) Canons, founded in 1138 by Count Baldwin FitzGilbert (Strongbow). The Priory was dissolved in 1540.

Old Grammar School, South Street, east side, in Churchyard
list entry number: 1241967
1678, single storey, in red and vitrified brick, with old slate roof.

Wall to the north of the Old Grammar School
list entry number: 1243081
Stone capped brick wall

No. 32 South Street, East side
Brook Lodge

list entry number: 1260248

Built in 1776 by Rev. H. Hyde as vicarage. 2 storeys in painted brick, with steep slate roof and projecting rectangular porch. One-storey extension to side with pantile roof.

Nos. 34 and 34a South Street, east side
“Tudor Cottages”

list entry number: 1243149

2 cottages, also known as Trollope Bedehouses. One storey in red brick, old slate roof, and 4 hipped dormers. Central door under stone arch and plaque for 1636.

No. 36, South Street, east side
Cavalry House

list entry number: 1241968

Early 18th C, red brick, 2 storeys and attics, with stone slate roof.

Chapel of Rest, Bourne Cemetery, South Street

list entry number: 1391910

Anglican and Nonconformist cemetery chapels in a single building, now disused. Built 1854-5 by Edward Browning in Gothic Revival style. Coursed and squared rubble with Collyweston slate roof.

Ostler Memorial Fountain, Bourne Cemetery, South Street, west side

list entry number: 1392084

1860, Memorial drinking fountain by Edward Browning in High Victorian Gothic style; Portland stone and Aberdeen granite.

ABBEY ROAD

Methodist Church, Abbey Road, north side

list entry number: 1260237

1839, by Thames Pilkington. Brick stuccoed to front; 2 storeys, classical front elevation.

EASTGATE

No. 45 Eastgate, North side

list entry number: 1242207

Formerly part of No. 47 Eastgate. Late 18th C – brick, 2 storeys. Elliptical carriage arch, stone rustication and keystone, to right.

No. 47 Eastgate, North side

list entry number: 1241947

Late 17th C rubble building, 2 storeys.

No. 44, Eastgate, South side

The Anchor public house.

list entry number: 1241948

18th C public house, rough cast, L-shaped. 2 chamfered bays.

No. 5, Eastgate, north side

Eastgate House

list entry number: 1242179

Former home of Raymond Mays – blue plaque commemorates this.

18th C red brick frontage to earlier stone house and Welsh slate roof. 3 storeys with two rounded bays through all storeys.

BEDHOUSE BANK

No. 11 Bedehouse Bank

list entry number: 1241939

18th C, one storey with attics. Red and black chequered brick, with pantile mansard roof.

AUSTERBY

Nos. 74 and 76 Austerby, South side

list entry number: 1242033

Late 16th and early 17th C Manor House, subdivided, with later 18th and early 19th C additions. L-shaped, in coursed limestone rubble with bands of larger limestone. Former residence of the Abbot of Bourne.

VICTORIA PLACE

No. 9 Victoria Place, on west corner with Abbey Road.

list entry number: 1243172

Formerly the “New Inn”. Early 17th C, 2 storeys, limestone rubble with steep roof of stone slates. One canted 2-storey bay.

APPENDIX 2

DYKE AND CAWTHORPE LISTED BUILDINGS AND SCHEDULED ANCIENT MONUMENT DETAILS

CAWTHORPE

CAWTHORPE HOUSE

Heritage Category:Listing Grade:II

List Entry Number:1242057

IVY NOOK

Heritage Category:Listing Grade:II

List Entry Number:1241940

CAWTHORPE HALL

Heritage Category:Listing Grade:II

List Entry Number:1260273

6, CAWTHORPE

Heritage Category:Listing Grade:II

List Entry Number:1242099

DYKE

69 AND 71, MAIN STREET

Heritage Category:Listing Grade:II

List Entry Number:1260275

24, DYKE

Heritage Category:Listing Grade:II

List Entry Number:1260147

METHODIST CHAPEL ATTACHED TO NUMBER63

Heritage Category:Listing Grade:II

List Entry Number:1243355

28, DYKE

Heritage Category:Listing Grade:II

List Entry Number:1241946

BARN TO RIGHT OF BRITAIN HOUSE, GABLE
END FRONTING THE GREEN

Heritage Category:Listing Grade:II

List Entry Number:1242138

BRITAIN HOUSE

Heritage Category: Listing Grade: II

List Entry Number: 1241944

DYKE MILL

Heritage Category: Listing Grade: II

List Entry Number: 1242132

K6 TELEPHONE KIOSK OPPOSITE NUMBER 45

Heritage Category: Listing Grade: II

List Entry Number: 1260254

45, DYKE

Heritage Category: Listing Grade: II

List Entry Number: 1260274

CAR DYKE, S OF DYKE

Heritage Category: Scheduling Grade: Not applicable to this
List Entry

List Entry Number: 1004959

APPENDIX 3

CHARACTER AREA 4: BUILDING PROFILES

ST PAUL'S GARDENS

A cul-de-sac consisting of identical blocks of 4 flats, 2 ground-floor and 2 first floor with their own access via an outside staircase. Shallow-pitched roofs, gardens to front and rear (bounded at front by either low fences and/or hedging, or low walls. Brick out-buildings in rear gardens.

These flats, and Shillaker Court which fronts onto the Austerby, were built by Fosters of Grantham in the 1950s for the Council. Some are now privately owned but most are still owned and rented out by SKDC.

Shillaker Court comprises 6 flats on three floors. This is the site of Whitaker House (which belonged to Mr. Shillaker) - used as the Labour Exchange during WW2.

On the eastern side of St. Paul's Gardens, behind a further block of 4 flats that fronts onto the Austerby is a block of 6 garages/lock-ups, leading to the former coach house.

Behind the rear gardens of Shillaker Court is a further row of 3 garages, with another block of 3 at the northern end of the cul-de-sac. (Until its closure, the railway ran through what is now Coggles Causeway and Essex Way, cutting this part off from the Abbey Lawns. The nearest crossing point was on South Road.)

THE AUSTERBY

Corner with South Road

The old Manor House is now divided into 3 separate houses. The oldest part, the north side, extends east-west, with a steep-pitched pan-tiled roof and old stone walls and chimney. The more recent double-storey extension on the south side is built of ochre brick, with a chimney up the western wall, and shallow pitched hip roof. The large semi-circular bay window has a flat roof. On the eastern side of the house is a converted brick former stable block with pan-tiled roof.

The former stable yards and grounds of this house were sold off in the late 1980s/early 90s for development. A cul de sac, Austerby Close comprises a mix of small bungalows, many semi-detached, and semi-detached houses, 36 in all. All are built in the same ochre brick, with shallow roofs of concrete tiles. Small frontages are mostly gravelled. Uniform look to enclave. Some gables over front windows of bungalows.

Garden to south now bounded by 6' wooden fence clad on outer edge by laurel hedge and inset from low stone wall at inner edge of pavement.

South side of Austerby, from corner with South Road

A series of individual buildings with same building line, set back from pavement with front gardens, some gravelled for parking.

No. 2 - bungalow – small, with steep-pitched roof, two bay windows, either side of front door – (1950s)

No. 4 - bungalow - small, 1920s/1930s. Distinctive porch to front with rounded walls on either side and a window to each side of this – now uPVC. No garage, Path with step up from pavement and gate, with raised manhole to one side of brick-paved path.

No. 6 – bungalow - gabled bay windows on either side of ornate front door. Roof steeply pitched, red tiles. Arched porch. 1930s/40s. Front garden with semi-mature trees, open to pavement.

No. 8 et seq.– detached house followed by 3 sets of semis, all by same builder and of the same age -1950s, with similar features: all have a bay window to the front, brick exterior walls on the ground floor, upper storey rendered. Roofs shallow pitched with clay tiles, central chimney. uPVC replacement windows. Arched porches to either front or side doors. Same building line with gardens to front and rear, fronted by low walls or fence. Some hedging and some mature magnolia trees.

OLD CHESTNUT TREE LANE

A cul-de-sac at right angles to the Austerby, to south.

The old farmhouse is of old red brick, double-fronted, with bays on both storeys a Victorian porch, and pan-tiled roof. The land once belonged to this house and was sold off in the 1990s, allowing for the development of a number of individually designed dwellings – two large chalet bungalows with large gardens and one smaller house. At the end of the cul-de-sac is a 1970s large brick house, once used as the vicarage, with “Bradstone” cladding and a shallow-pitched roof. Again in a large plot.

Fronting onto the Austerby, east of this lane and on same farm land – 2 typical Alison houses dating from the 1970.

No. 24 – House with limestone front –facing wall and on the ground floor to the sides, with brick facing on upper storey. The house is typical of the older, late Victorian sort – a narrow frontage but extending back to provide a considerable depth.

No. 26 – Bantree House – same sort of age and style as No. 24, but brick through-out. The front door is on the extreme left of the façade, with a step up from the very narrow frontage (i.e. Narrow gap between front wall/gate and house wall). Slate roof.

A track/roadway extends down the east side of Bantree House; the long rear extension has arched window of note. On the left side of this cul-de-sac – a pair of semi-detached houses in red brick with front bay windows and side doors, small front gardens. Then a 1950s/60s detached house with a hipped roof and a separate garage to the side. Next to this is Lindon House – an old farm house in red brick (present on the 1906 map) with a double front, a porch and a steeply-pitched roof with 2 chimneys. The large rear extension incorporates a former brick outhouse, 2 storeys high, linked to the main house by a lower, flat-roofed section. Large, well-maintained gardens.

Nos. 36/38 – a pair of semis; their side walls run parallel with the pavement edge. Red brick to ¾ height then rendered to roof line. Pitched roof with clay tiles and 3 chimneys. Parking and doors on either side with small gardens to rear.

Eastwards there is a row of 5 terraced houses with a central passageway. Individually treated – brick, cladding, etc. Look like former labourers’ “cottages”. Built in 1884, they front onto the pavement and all have chimneys, stone sills, and tiled roofs.

The Heathcote estate opens from the west corner of Drummond Rd with the Austerby with one bungalow fronting onto the Austerby. A small area of grass and walnut tree open onto the pavement (not a front garden).

Westwards – the railway house of painted (white) brick has its door to the side. Roof with grey clay tiles and a chimney. A pair of 60s/70s semis set further back from pavement, one with concrete frontage.

The Old Bakery – a Grade II listed building that in part dates from the 16th/17th century and was the former residence of the Abbot of Bourne. It now comprises three houses, including the more recent addition to the rear. The oldest part is built in Cotswold Stone (i.e. oolitic limestone) with slate tiles and old stone chimneys. Mullioned windows. A walled front to elevated lawn, steps down to pavement. The eastern section is of red brick.

An older property with driveway to side to property at rear. At the roadside – this house has 6 sash windows, all replaced, on the front. The roof has also been replaced recently. 2 chimneys. In between the two older properties lies a 1960s house. From here eastwards is Willoughby Rd.

NORTH SIDE OF THE AUSTERBY

No. 3 Detached house with a large garden to rear and small, hedged front. Mostly rendered. Gable end with half-timbered decoration. L-shaped with porch and door in corner of L.

No. 3b. Pre-1950s – large detached house, upper floor rendered. Flat-fronted.

No. 5 et. Seq. - Two blocks of semis, all of the same pale brick, built in the 1890s, with bay windows to the front. Low garden walls with semi-circular coping – original. Entrances to the side.

No. 15. Old double-fronted house, probably a former farm house, with double-hipped roof. May date to 18th/early19th century, potentially Provincial Georgian, with small sash windows. Roof is pan-tiled with two chimneys. Outhouses to rear, with passage down right (east) side of house and a long, single-storey building with pan-tiled roof – former scullery, etc? Front garden less than 2m deep bounded at the pavement by a wall of original brick and rounded coping that slopes up towards the house wall at the sides.

No. 17 – More recent detached, brick on ground floor, rendered upper storey. One chimney on shallow roof with modern roof tiles. Imitation sash windows on first floor, semi-circular bays on ground floor. Double-fronted. Narrow front garden with low brick wall.

Building line fairly consistent along this stretch.

Eastwards – Three pairs of semi-detached houses separated by double driveways giving access to separate garages set back from the houses. All have bay windows, shallow-pitched roofs with slate tiles and central chimneys. Doors to the side. Same building line.

Where the railway once went through, a modern terrace of 3 houses of red brick, with small windows and clay-tiled roof. Set slightly back from pavement behind a low wall. The small frontage is covered with gravel and slabs.

Shipleigh Close, an enclave that again constitutes infill of the old railway line, made up of small bungalows. To the west of Shipleigh Close is the ATS hut which has a grassed area to the front. To the west of this is a mix of double-fronted individual or semi-detached houses of red brick, all with replacement windows, small front gardens, and long back gardens. Hedges and/or low walls bound the properties. Terrace of 12 houses with 6 arched access passages to rear. They front onto the pavement and are built of ochre brick. Windows now replaced uPVC, with stone sills. Roofs with chimneys.

On corner of Austerby with Eastgate – A two-storey building of old red brick to rear but yellow-ochre to front. Ground floor is used as a hairdressing salon. Roof tiled, with chimney. Fronts onto pavement and forms continuum with terrace.

ABBAY ROAD – EAST OF NOWELL’S LANE

The railway, until removed in the 1970s, crossed over what is now Abbey Lawns, at the rear of Notley Mill, then over the Abbey Road via a bridge which was partly anchored against the side wall of the primary school. In the gap left on its removal a large bungalow was built on the bend of the road. The school, now much expanded, now has a car park and nursery in the space created to the eastern end of the school. Bourne Abbey Primary academy – the original late Victorian building is of buff brick with red brick detailing around arched windows and double strings. The features have been maintained in the more recent extensions.

Most of the buildings in this western stretch of Abbey Road date from the late 19th century onwards, mainly of red brick. Along the south side, from the Abbey Lawns eastwards to the bend in the road, most are set back from the road with frontages either open to the pavement or bounded by low walls or fencing. Many are given over to parking surfaces but others are planted up. The houses have pitched roofs, some with original slates and chimneys. Many have been extended, often to the rear and side.

On the north side, to the east of the school, a double-fronted house with grey-rendered walls and bay windows to each side of the front door which has an arched semi-circular window above it. To the east are a pair of semis, one rendered in white the other in its original red brick showing the strings

in buff brick and eyebrow arches over windows and doors. Complex windows. The same decorative strings and arches and slate roof are maintained in the late Victorian house next door. To the west of the school is the depot belonging to Anglian Water .

SPALDING ROAD

On the southern side, near the corner with Eastgate is Dawkins House – listed (formerly a pub- the New Inn) one of the oldest in Bourne. Built in limestone, this is a long house fronting directly onto the pavement. It has mullioned windows, a steep-pitched roof with slate tiles and ornate chimneys. A bay extends from roof to ground, encompassing both upper and lower windows. One door has been bricked up. The exposed east end of the house shows the apex with stone chimney and a circular, bricked-up window.

Of note on the northern side of the road are two dwellings that, until recent developments took place constituted the last of the houses on this side of the road as one left Bourne on the Spalding Road. They are both end on to the pavement, their lengths at right angles to the road. “Eastfield House” has been recently refurbished; solid wooden gates set in a high rendered stone wall lead into an entrance yard. The end wall is of limestone with dressed stone quoins. The long wall that faces west has been rendered, the 4 elongated sash windows have been replaced but retain their dressed stone surrounds. The east-facing wall is of limestone with its original narrow, arched windows retaining their dressed stone surrounds. An interesting stone sculpture of a dragon graces the roof line, along with two chimneys, visible from the opposite side of the road.

The house to the east is painted in off-white; the dormer windows have sloping roof sections above which are set into a steeply pitched, pan-tiled roof with red brick chimneys. The end wall forms the inner boundary of the pavement. The building looks as if it may at one time been a row of labourers’ cottages, now merged into one.

A number of recent housing developments have been built as land became available, e.g. when the garage closed, making way for backfill housing such as Delaine’s Close, Silverstone Road (cul de sac), Wake’s Close, Wendover Mews. The latter comprises an enclave of semi-

detached houses with a tiled porch roof over the two front doors as a common feature. Each of these infill estates bears the imprint of the developer in that, although there is a common theme throughout the estate – e.g. gabled roofs to porches on Essex Way, there is little to no attempt to relate to other, older housing in the vicinity- . Most of these densely built estates also provide smaller, usually semi-detached, housing on small plots which often open onto the pavements.

WILLOUGHBY ROAD

Austerby becomes Willoughby Road eastwards from the corner with Eastgate.

A small area of grass on the southern corner with Cherry Holt rd. with a green electricity substation. On the north side a narrow grass verge divides the road from the footpath. From the northern corner westwards, between houses and the corner, a tall hedge and fence borders an industrial unit.

North side of road – two sets of semi-detached houses with curved bays, red brick and tiles, uPVC windows. Set back from the road with a good depth of front gardens bounded by low walls.

Darne’s Close leads off to the north – backfill of 5 large houses of the same basic design, built in a row , as infill of what was once a builder’s yard (late 1990s/early 2000s) at the rear of a house fronting onto Willoughby Rd. The new houses have small gardens which back onto the footpath that runs down the eastern side of Car Dyke. They are built of pale brick with tiled, pitched roofs and very small frontages, just accommodating one car.

Westwards – several bungalows of individual design – brick with pitched, red-tiled roofs, good-sized front gardens, either opening onto the pavement or bounded by a low wall.

Wexford Close is an enclave of 5 similar bungalows built on the site of a demolished house and its orchard/garden. Two of these back onto the Car Dyke. Very small back gardens, the bungalows front onto a brick-paved entry road. Three sets of small semi-detached houses fronting onto the pavement– these date from the early 20th century and have scullery extensions to the rear, tiled roof with door into the small rear garden. Original sash windows have been replaced with uPVC ones. These lead up to the corner with Bedehouse Bank.

Old Oak Place, on the bend of Willoughby Rd, is the site of a former garage and petrol pump. The older double-fronted property has been refurbished and three new houses built in its grounds (1990s), depriving Ivy Cottage of its garden. The latter is late 19th/early 20th century, the red brick now painted white, with a pebble-dashed chimney and a recent uPVC “bay” window. This fronts onto the pavement.

Rounding the bend, east of Worth Court, is an old double-fronted red brick house from which the render has been stripped. It has a narrow strip between its low brick wall and the house.

Worth Court (Owen Court?) provides sheltered housing and comprises a two-storey block of flats on the corner of Willoughby Rd with Eastgate. Built in the 1960s/70s in red brick. Fronted by a strip of grass bounded by a low brick wall. More utilitarian than aesthetic, it has wide, shallow, gables over a number of windows at a time, almost in the Palladian style (!).

On the southern side of the road the grass verge (no footpath) has been absorbed into front gardens. At this end of Willoughby Rd. the houses are all post-war, mostly 1970s or later. On the south side a mixture of chalet bungalows, bungalows and houses of pale brick, with tiled roofs and uPVC windows. The building line has been adhered to; the boundaries are variously marked – open, with low hedges, or post and rail fences.

South side – east of Car Dyke – A large individual house set back in a large garden. Older properties, dating to around the 1930s or earlier, of old red brick and wooden windows. An infill bungalow on the east side of Car Dyke, its back garden boundary along the side of the Dyke footpath is much more recent, but the detached garage is built of the same old brick as the neighbouring property, suggesting that this house was built on its land with the conversion of an outbuilding.

Car Dyke Bridge - Footpaths along eastern side of Car Dyke follow through from south – north of the road.

Westwards is the entrance to Burmore Close – 3 new houses built in the grounds of a road-side bungalow in the early 21st Century.

Older, 1906, house – red brick but whose original front door has been infilled with stone.

No. 60 - L-shaped older property, 19th Century or older, rendered, with steep-pitched roof and pantiles.

No. 58 – Again 19th Century or older, low built, 2 storey, with gables. Walls part tarred.

To west – post-war semis and more recent bungalows.

Burchnell Gardens (misnomer!) a cul-de-sac, a backfill of properties built within the last 10 years or so, of yellow or red brick, some detached, others linked. No front gardens!

West of here – older properties, a Victorian cottage built in 1895, then semi-detached in red brick with chimneys.

A lovely old red brick building, its length at right angles to the road. Its front once housed a grocery shop (up to the 1990s), but it has since been restored to a residence. Pan tiled roof, now with solar panels.

Then, after an infill bungalow opposite Bedehouse Bank, a row of 4 terraced houses built in 1892 – Barden Villas – with a central shared access passage to rear (known in parts as a “go through the houses”). Built of red brick with a decorative string of blue brick. uPVC windows.

These front directly onto the pavement. On the bend is a number of small bungalows (semis) designed for elderly residents, with small front gardens.

COGGLE’S CAUSEWAY – FROM VICTORIA PLACE, SOUTH SIDE

No. 48 – circa 1970s/80s bungalow, in alignment with other houses along this side. Frontage gravelled, boundary wall (low), with parking area.

Nos. 46 and 44 - semi-detached houses of red brick with brick chimney with 4 pots. Grey slate tiles. Bay windows – uPVC in no.46 wooden sash in no.44 Hipped roof. Frontage bounded by railings.

Nos. 42/40 – Pair of larger semis, part rendered, part brick. Bay windows, uPVC. Roofs with slate tiles, shallow pitch. Shared chimney. Porches and decorative brick work. Detached brick garage.

Nos. 38/36 – Pair of semis with shared chimney, bay windows. No. 36 has been much extended to rear.

No. 34a – Individual detached house, a modern infill which has been built along the same building line.

No. 34 – Older detached house, double-fronted with bay windows. Sash style uPVC windows. Roof tiled with diamond-shaped red clay tiles, and two chimneys. Part brick/part render. Outside – gravel and brick standing, boundary of low wooden fence.

Nos. 30/32 – Pair of small- fronted semis rendered in matching cream, with front porches, narrow frontage with palings. Two chimneys.

Nos. 22 to 28 – A terrace of 4 houses built in 1893 of ochre brick. Frontage very shallow. Central access arch to back gardens. Three of the houses have recently been insulated on the outside. The fourth remains in its original state with ornate brickwork – string.

On the swept back corner between Coggle’s Causeway and Essex Way – a bungalow was built in the 1990s – little to no back garden as house is set to rear of plot to make room for detached double garage at right angles to house. Red brick, steeply pitched roof, gabled bay window, concrete tiles on roof and latticed wood effect uPVC windows. Low boundary brick wall.

North side of this section of access road is a grass verge beyond which is the hedge boundary for Abbey Lawns. Tall mixed thorn hedge.

COGGLE'S CAUSEWAY – FROM ESSEX WAY TO SOUTH STREET

This land was part of the railway network and was developed in the 1970s/early 80s. With a consist- building line on both sides of the road providing good-sized front gardens bounded at the pavement by low brick walls. There is a mixture of bungalows, chalet bungalows and detached houses. On the north side the rear gardens back onto the Bourne Eau and the walls of the Abbey Lawns. The houses on the south side are built on an incline and back onto the new development – the Old Train Yard.

Grass verges at this end of Essex Way, before housing begins. This estate was developed late 1980s/early90s.

At the north corner with South Street is a raised flower bed with stone walls with public planting dis- play. On southern corner is an area of grass that replaced the former public flower bed.

SOUTH ROAD FROM CORNER OF COGGLES CAUSEWAY SOUTH TO AUSTERBY

The Manse – on the corner – has a fence and wall which cuts across the corner providing the triangle of grass which once housed a flower bed. This is essentially a 1960s/70s Allison large detached house.

Where the railway once crossed the A15 there was a level crossing; the line ran down what is now the western part of Coggle's Causeway. To the south was the yard with old red brick buildings which have now been converted into a dwelling. At the pavement edge a Bradstone (reconstituted limestone bricks) terrace of three tiny houses; each has a shallow frontage with a small flower bed and no park- parking. They have tiny back gardens, no more than 3m in length, with 6' wooden fencing. A gravel drive leads down the side of the terrace to a large, modern, individually designed house of Bradstone with large windows and a sloping glass roof to the front. Built 2015-17.

On the corner of South Rd with the Austerby is the Manor House, now divided into three houses. The rear gardens which extended northwards parallel to the A15 now accommodate 4 large detached houses of mellow brick with hipped roofs, concrete tiles. Garages are at right angles to the houses.

Reasonable sized front gardens are bounded to the front by low stone walls. Each pair of houses share a driveway.