

Summary of Draft Character Assessment Comments and Responses



Bourne Parish Neighbourhood
Plan Steering Group.
Background Paper.
April 2025.

Purpose of the Background Paper

Following the preparation of a draft Character Assessment, public consultation was undertaken between November and December 2023. This included 4 drop-in events in the town and a further session at the Village Hall in Dyke. The local community was invited to complete a questionnaire either online or on paper. A majority (72%) of respondents thought that the Character Assessment provides an accurate description of the settlements within the Parish. Some respondents suggested changes to the text of the document which have resulted in various amendments being made to the Assessment. The comments received, together with the responses of the Steering Group, are set out in the following table:

Comment received	Steering Group response.
History And Evolution	
Evidence for the Roman activity/settlement is likely to be between the Red Hall and Eastgate.	Amend the last sentence of para 2 of the History and Evolution section to read as follows: 'Recent fieldwork has uncovered Roman activity to the south-west and south-east of the town and it is believed that the core of the settlement was probably situated to the south and east of the modern town centre.'
We would need to remove the word 'ruinous' from John Leland (John Leland never uses the word 'ruinous')	Amend the second sentence of para 5 of the History and Evolution section to read as follows: 'Bourne Castle stood to the south-west of the town centre in Well Head Fields. It dates from the late 11th/early 12th century and archaeological evidence indicates that it fell out of use in the early post medieval period.'
We cannot say that the castle was partly refortified, we only know that it was used in the Civil War.	Amend the penultimate sentence to read as follows: 'The antiquarian John Leland, who toured England in 1534-43, found the castle to be ruined with 'grete diches and the dungeon hil'. However, parish records indicate that it was garrisoned in the Civil War of the 17th century'
Water Street (as written by John Moore), not Water Gang Street (Water Gang Street was used in the 19th century).	.The name 'Water Gang Street' accords with JD Birkbeck's History of Bourne. However, amend the second sentence of para 7 of the history and evolution section to read as follows: 'An inventory of 1380 records seven streets: Northgate, Southgate, Water Gang Street (South Street), West Street, East Street, Manor Street and Potter Street'. As a consequence of the above changes, and the intention to include reference to the Extensive

	<p>Urban Survey (see page 9 below), amend para 1 of the History and Evolution section to read as follows:</p> <p>‘Bourne has a long and rich history. The following summary is taken largely, though not entirely, from the brief overview provided within the Bourne Conservation Area Appraisal and Management Plan (2012) undertaken by SKDC. A further summary of the archaeological and historical background and development of Bourne can be found in the Extensive Urban Survey (EUS) (2022) funded by Historic England and undertaken by Lincolnshire County Council.’</p>
<p>We cannot say that Baldwin FitzGilbert de Clare built the castle. The castle had been built between the late 11th century and the early 12th century.</p>	<p>This comment appears to relate to photographs on P43 of the CA. Historic England’s official list entry for Wellhead Cottage refers to the castle as being built by Baldwin FitzGilbert. However, neither the official list entry nor the Lincolnshire Heritage Explorer entry for Bourne Castle refer to Baldwin FitzGilbert.</p> <p>Amend the wording below the photograph to read as follows:</p> <p>‘Wellhead Cottage was built in the early 18th century on part of the site of the Norman castle. The castle was garrisoned in 1645 during the Civil War but had already fallen into ruin, the stone being used in buildings around the town, including the Shippon Barn (above)’.</p>
Character Area 1: Bourne Conservation Area	
<p>Layout – It can’t be said that the town was centred around the crossroads of Bourne during the Roman or Saxon periods or that it was unplanned by the Medieval period.</p>	<p>Amend the first line of text as follows:</p> <p>‘Growth after Roman and Saxon times was, during the Medieval period, based around the crossroads at the town centre.</p>
<p>Spaces – The Market Place may be one of the most dramatic spaces but it is unusable as it is dominated by the motor vehicle. Other towns have created areas where vehicles are prohibited.</p> <p>The area in front of the Bourne Corn Exchange is now used for the few remaining market stalls on a Thursday and Saturday. However, it is primarily used for parking, thus preventing its use as a community space. If this area is</p>	<p>The list of ‘negative aspects of character’ acknowledges that the quality and enjoyment of the Market Place is undermined by traffic.</p> <p>SKDC owns the Car Park. Change of use would not be easily achieved.</p>

to be used as a public space, the car park should be removed completely.	
It should be made clearer that the Bourne United Charities own and maintain the Wellhead.	Amend the text to read as follows: ‘The Wellhead Fields is a large parkland area whilst the Abbey Lawns 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. Both the Wellhead Fields and Abbey Lawns are owned and maintained by Bourne United Charities’.
The Croft, ordered by a Planning Inspectorate, was supposed to be left open – green space as a Green Lung for Bourne in that location. This was ignored by local authorities	A low, stone wall located along the highway boundary ensures that the open land to the front of The Croft is highly visible from North Road. The land is within the Conservation Area and many of the trees are the subject of a TPO. Several planning applications and appeals refused/dismissed in the past have also cited the importance of the open space to the character of the area as do both the Conservation Area Appraisal and Management Plan and the Bourne Character Assessment. The land is demonstrably special, primarily for its beauty; it contributes significantly to local character and to the setting of The Croft which, though not listed, is proposed for designation as a local (non-designated) heritage asset as part of the BPNP. Consequently, it is proposed to designate the land as LGS.
Landmarks – The text reads as if the Town Hall is now converted into flats, and that it reminds us of Bourne's agricultural history. Wake House (Worth House), the former Tudor Cinema, the former Lloyds bank, the former National School, and the former surgery on St Gilberts Rd are also worthy landmarks.	Amend the text to read as follows: ‘The former Town Hall which acts as a key focal point of the Market Place and the former warehouses and granaries (now converted into residential flats) are all reminders of Bourne’s agricultural history. The former Tudor Cinema and the former Lloyds Bank are also landmarks’.
Views - One of the best views of Victorian Bourne is from Exeter Street/Burghley Street behind the former Post Office car park of the Victorian Coachhouse, Victorian houses, rear of a Victorian Angel Inn, the former Fovia building, religious building, and the former Wherry's building. Another important view is that of the rear of the buildings which	The views are not considered to be of sufficient merit to warrant inclusion in the Character Assessment.

<p>front the Market Place when viewed from the M&S car park.</p>	
<p>We also need to take care of old roof lines impressed onto their neighbouring buildings which can be seen from the former Tudor on North Street, Double and Megson in West Street, and the Chinese restaurant on South Street to name a few.</p>	<p>Agreed. Include the following text at the end of the second paragraph of the section on 'Buildings': 'Old roof lines impressed into their neighbouring buildings can be seen, for example, from the former Tudor Cinema on North Street, Double and Megson in West Street, and the Chinese restaurant on South Street'.</p>
<p>Negative Aspects - This element should include requirements and encouragement. For example: The Old Grammar School - the custodians should be encouraged to ensure this building is brought to a standard for the benefit of the town. The view of the Red Hall - If an opportunity arises, for example, Jewsons move to new premises, then development of the land should include a positive view of the Red Hall from South Street/Road. The Marketplace - the quality and enjoyment of this is undermined by traffic. How can future development positively impact this? We need to make a note of this or at least ask for something to be done, otherwise it's a question which can be left unanswered indefinitely. The conversion of retail buildings - Where it is proposed to convert retail buildings to residential use, encouragement should be given (maybe with incentives) to return the property to its former appearance from photographs in the late 19th/early 20th century. A town which captures its past is far more appealing than one which loses sight of its identity. The role of the BPNP - this must provide answers or guidance. There seems to be no action for developers or the local authority to follow in the BPNP. It needs to indicate what can be done to alter these negative aspects.</p>	<p>The purpose of the Character Assessment (CA) is to record the spatial qualities that give an area its sense of place and unique identity. This work will inform the BPNP which will include policies which respond to the negative and positive aspects of character.</p>

This will apply throughout all character areas.	
Character Area 2: Elsea Park and the former Chest Hospital Site	
Bridge 234 was of great importance in the Golden Age of steam and should at least be sited on the Elsea Park Area 2 map.	The purpose of the map is to outline the extent of the character area. It is not therefore appropriate to mark specific features. However, insert the following sentence after para 3 of the Land Use/History section as follows: 'The railway from Bourne to Saxby once ran through the site. The last monument to its existence, Bridge 234, was demolished as part of a housing development'.
When I last looked - the footprint has still not been marked out exactly. This matter needs attending to urgently.	Implementation of the planning permission is not a matter for the BPNP. However, at the time of writing (April 2024), the play park has been constructed and the developer has submitted suggested wording for a panel to explain the historical significance of the site to Bourne Historical Society to be shared with Bourne Town Council.
The map on page 46 indicates an 'education facility' above Ostler Drive. Where is this?	The Steering Group is unaware of any facility within the area marked on the base map. This has been produced by Ordnance Survey and the Steering Group does not therefore have control of its content.
Character Area 3: South Road	
Layout - South Road was not the old Turnpike. The original turnpike began near the cemetery and cut through behind Drummond Road and entered within the centre of Austerby before turning left towards the Grammar School.	Agreed. Bourne History Society has advised that the original turnpike began near the cemetery and cut through behind Drummond Road and entered within the centre of Austerby before turning left towards the Grammar School. Delete reference to the turnpike by amending the first sentence of para 2 of the 'layout' section to read as follows: 'South Road is the main approach to Bourne from the South'.
Character Area 4: East of Town Centre	
The Abbey Lawns, Elsea Park, and the Rugby Club offer open green spaces for this area, as they are very close	The proximity to Abbey Lawns is referred to in the existing text. However, the Rugby Club, in particular, could not be described as 'very close'. The open space deficiency is most notable in respect of children's equipped play with much of the area being more than 480m from such space and requiring users to cross some of the busier roads in the town.
This CA should be included within the Conservation Area as it is an old part of	Conservation Area designation is a matter for the local planning authority and cannot be

Bourne which may have been the Roman centre. The Conservation Area should include the area of Austerby/Eastgate (an historical area which dates back to the Domesday Book of 1086) This is the area where the Bourne Morton Canal and the Car Dyke meet. It is the area with the Old Quay.	undertaken as part of the BPNP. This issue will be raised with SKDC.
Old Horse Chestnut Lane is the original southern Turnpike Road.	Noted. It is understood that this is an area of continuous investigation, although there is some evidence to support this view.
Character Area 7: Beaufort Drive, Hazlewood Drive and Stephenson Way	
The dwellings do not portray any of Bourne's character but do have good separation distances, large gardens and mature trees.	The generic style of housing is referred to in the 'negative aspects of character'. The list of 'positive aspects of character' refers to the estates as including good-sized plots with landscaping and grass verges which contribute positively to local character.
Character Area 8 – The residential west	
The dwellings do not portray any of Bourne's character but do have good separation distances, large gardens and mature trees	The generic style of housing is referred to in the list of 'negative aspects of character'. The list of 'positive aspects of character' refers to the estates as including good-sized plots with landscaping, and grass verges which contribute positively to local character.
Westwood Drive/Beech Avenue area. The front gardens have low brick walls giving the area a distinct character.	As described within the Character Assessment (page 94), boundary treatments within the Beech Ave area (8b) 'vary from open-fronted to hedges, low walls, metal or wooden railings/fences'. There is no description of boundary treatments within the Westwood Drive area (8c) where, it is agreed, low brick walls to the front of dwellings are a characteristic feature. Add the following sentence at the end of the 'Layout' section of area 8c: 'Low brick walls to the front of dwellings are a characteristic feature'.
Wood View - One of the chimneys has been removed by SKDC and not replaced. The chimneys play an important part of the character of the street. If removed, an artificial chimney should take its place. This should be done for the one missing on the eastern side of Wood View which was taken down in 2016.	The Steering Group does not have any powers to require the replacement of the chimney. However, Wood View is included on the draft list of non-designated heritage assets. As noted in that background paper, the intention is to include policy in the BPNP to ensure that, in the future, the effect of a planning application on any local heritage asset is carefully considered.
Cawthorpe	
Bourne woods/Clipsey Gap old Roman road Cawthorpe to Hanthorpe	The Roman road, known as King Street, ran to Ancaster. The Lincolnshire Heritage Explorer

	explains that 'The line of the Roman road is preserved by parts of Clipsey Gap Lane and Paddock Lane'. However, the focus of the CA is on the built-up area of the settlement rather than the wider countryside and reference to the Roman Rd has not, therefore, been included.
Other	
There is a section of Bourne to the south of Raymond Mays Way which has not been included. This area includes the old Bourne to Saxby line which must be preserved. This area also includes the majority of the former 'Castle Park'. This whole ancient boundary including its 'Park Pale' must be preserved.	The purpose of the CA is not to make decisions about what should and should not be preserved but to record the spatial qualities that give an area its sense of place and unique identity. In addition, the focus is on the existing urban area and land south of Raymond Mays Way is not therefore included.
If this area is built on in the future, who will manage it?	Questions regarding management would only be relevant if planning permission was to be granted for development of the land.
Ogrey Spinney is part of the greater woods which ran to the south of Bourne mentioned in the 1086 Domesday Account owned by Oger.	The Spinney lies outside both the Parish (which is the area to which the BPNP relates) and the urban area which is the focus of the CA.
The aerial photograph (front cover and page 27) is inaccurate. It doesn't include much of the more recent development of Elsea Park.	The Elsea Park area continues to be developed and it therefore follows that any aerial photograph would likely be out of date over a relatively short period of time.
The description of the Car Dyke as a Roman Waterway mainly for drainage is really doing its importance a disservice and should be removed. The Car Dyke was used for defence against the Saxons during the Roman period where there is a break in forts north and south of the Car Dyke. The importance of the Car Dyke as a form of defence is incredibly important for the history of Bourne which would have been the centre for salt and pottery.	<p>The reference to Car Dyke as a Roman Waterway occurs on page 49 (CA2). The Lincolnshire HER does not indicate that it had a role as a means of defence but suggests that its primary purpose was as a drain to control and divert flood waters with shorter sections possibly used for water transport. However, the purpose/origin of Car Dyke is referred to in neither the 'History and Evolution' section of the CA nor in the section on 'Key Local Landscape Features'.</p> <p>Delete 'the Roman waterway' from para 3 of the section on 'Green and Natural Features' on page 49.</p> <p>Insert a new 3rd paragraph on page 9 (History and Evolution) and at the end of page 25 of the CA (Landscape Setting) as follows:</p> <p>"The Car Dyke is an important, artificial waterway that runs along the western fen edge from Peterborough to Lincoln. It traverses Bourne Parish from Dyke in the north to the Old Chest Hospital site in the south. It is thought to have been constructed by the Romans, possibly around</p>

	125 AD. There is some evidence to suggest that its primary purpose was to serve as a drain to control and divert flood waters, although shorter sections of it could have been used for water transport. The Car Dyke is the largest of the known Romano-British canals, and it is an important feature of the Roman landscape in the fens. Within Bourne Parish, a section on the south side of Dyke, is a Scheduled Monument’.
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In addition to the above, SKDC and the Historic Places team at LCC have provided the following comments:

Comment received from SKDC	Steering Group response
The historic maps are helpful (p12-16) – these could be supplemented by a plan showing the different ages of buildings /blocks of buildings within the town to illustrate how it has grown and developed over time. For example, areas could be highlighted that illustrate Victorian development etc.	<p>The Historic Urban Character maps which form part of the Extensive Urban Study (see LCC comments on page 9, below) provide a broad guide to the date of housing in different parts of the town. Reference to these maps will be included in the Character Assessment.</p> <p>Amend the final paragraph of the section on ‘History and Evolution’ to read as follows:</p> <p>‘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, together with the Historic Urban Character maps (published as part of the Lincolnshire Extensive Urban Survey report for Bourne), visually communicate the degree of change. Particularly notable is the significant growth and outward expansion seen since the mid-1900s, much of this comprising large-scale residential developments on previously undeveloped land.....the current day.’</p>
For each character area it would be beneficial to have a smaller version of each character area map to establish areas in more detail.	The maps used are of sufficient detail to enable the boundaries of each character area to be identified.
Suggest including a short description/sentence capturing the defining characteristics at the start of each character area. Positive and negative aspects detailed in the text could be added to the plan (or another plan) for each character area to illustrate these aspects more clearly and make the guide more practical to use.	The assessment for each character area is followed by a summary. The Steering Group does not have software to enable it to illustrate positive and negative aspects on a map but will look to include more photographs to illustrate particular points.

New character areas could be added to the outside edges of the town – for example to the north of 5 and east of 6&7 and to the west of 2 and 8 these would be more landscape character based but could help guide any future expansions to the town.	Noted. However, resources are not available to undertake this work at present. Consideration could be given to this matter as part of any future plan review.
Results of the public engagement could be pulled out and illustrated more to provide a picture of what local people value the most generally and also within some of the character areas.	Where appropriate, changes will be made to the text to take account of comments received during the consultation.
The public engagement should ideally demonstrate that a cross section of local residents has been involved, including hard to reach groups such as young adults and children. Further engagement could be undertaken if not achieved.	Public engagement has already taken place. This has been undertaken using various tools including social media, exhibitions, and other forms of publicity. The Steering Group has not undertaken consultation specifically aimed at hard-to-reach groups as it does not have sufficient resources to arrange this.

Comment received from LCC	Steering Group response
The Character Assessment looks very thorough and is an interesting read. The Extensive Urban Survey (EUS) provides an assessment of the historic character of towns across Lincolnshire, including Bourne. This is available at: https://www.lincsabout.town/	Reference to the EUS will be included in the Character Assessment (see pages 2 and 8 above).
The Character Assessment contains a section on Landscape Setting. You may find that the Lincolnshire Historic Landscape Characterisation (LHLC) project can contribute to this. You can access detail about this here: https://www.lincolnshire.gov.uk/historic-environment/historic-landscape-characterisation	Include the following sentence at the end of the section on 'Landscape Setting': 'Additional information on the history of the landscape and the extent to which past landscapes can still be observed can be found in The Historic Character of The County of Lincolnshire (2011)'.

