

WAINFLEET CONSERVATION AREA APPRAISAL

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DRAFT



East Lindsey
DISTRICT COUNCIL

QuBE³

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Fig.1 Townscape Analysis Map

Contents

WAINFLEET CONSERVATION AREA APPRAISAL

1.0 Introduction

1.1 Wainfleet is a small market town in the East Lindsey District of Lincolnshire. Situated on the banks of the River Steeping, the town has a rich history and an interesting architectural legacy including Magdalen College and Bateman's Brewery.

1.2 The Wainfleet Conservation Area was first designated in April 1972. In November 1989 a review of the conservation area resulted in some minor boundary modifications. The Conservation Area covers the historic town, including the central 'urban' spine which is focussed on the large market place; this is balanced by two large green spaces at either end.

1.3 This document aims to fulfil East Lindsey District Council's duty 'to formulate and publish proposals for the preservation and enhancement' of the area as required by Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The survey was undertaken in April 2007.

1.4 This section to describe the public consultation that has been carried out.....

2.0 What are Conservation Areas?

2.1 Conservation areas are defined as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'.

2.2 When a conservation area has been designated, it increases the Council's controls, with planning applications judged by their impact on the character and appearance of the area. Greater controls over the demolition of buildings and structures are imposed whilst the rights that owners have to do works to their properties without the need to obtain planning permission (known as 'permitted development rights') are reduced or can be taken away.

2.3 Stricter controls are also exercised over the design of new buildings, and owners must give the Council six weeks notice of their intention to carry out works to trees. Planning applications affecting a conservation area must be advertised on site and in the local press to give people the opportunity to comment.

What are the benefits of Conservation Area status?

2.4 There are a number of environmental and economic benefits of conservation area status, including:

- Spaces which contribute to the area's character will be protected;
- Trees within the area will be protected;
- Locally valued buildings will be protected;
- Retaining and enhancing buildings, features, and spaces that make Wainfleet special will ensure that residents, workers and visitors continue to enjoy a unique area;
- Property values are generally improved within conservation areas;
- Opportunities for grant aid to repair and reinstate traditional buildings;
- Retaining and enhancing building features and details contributes to Wainfleet's special character and benefits the value of property;
- Opportunities to improve the streetscape with appropriate materials; and,
- Greater economic confidence leading to investment in Wainfleet's built fabric.

Why are special Conservation Area controls necessary?

2.5 Wainfleet's special interest derives from a combination of elements that together form the town's well-established character and appearance. These elements include the topography, historical development, prevalent building materials, character and hierarchy of spaces, quality and relationship of buildings in the area, and trees and other green features. Architectural features, such as distinctive windows, doors and fanlights or other characteristic details, are also very important to Wainfleet's distinctive historic character. It is important that these elements are protected to ensure that the qualities that make Wainfleet Conservation Area appealing are enhanced, helping to encourage investment in the town and therefore benefiting the local economy.

What is a Conservation Area Appraisal?

2.6 There is a duty on the Local Planning Authority to determine what parts of their district are areas of special architectural or historic interest and then to designate them as conservation areas. Having established a conservation area they are also required to regularly review the designation and boundaries of the area. This is to ensure the area is still considered to be of value and to consider whether any areas have been overlooked or changes have occurred which need the boundaries to be redrawn. Any pressures for change in the area can thus be identified and enhancement opportunities highlighted.

2.7 The appraisal document sets out the historical and economic context for the locality and identifies what it is that makes the conservation area of special interest. It serves to provide clear guidance on what should be conserved in the area with specific policies devised to preserve and enhance the character and appearance of the area.

2.8 The East Lindsey District Council Local Plan Alteration 1999 sets out the local planning policy background against which development in the Wainfleet Conservation Area will be assessed. Of particular relevance is Chapter 4 which contains the Conservation and Design Policies; special notice should be taken of Policies C1 – 6 and C8 & 9. It should be noted, however, that the Government has recently changed the way planning policy is to be prepared by local planning authorities. A Local Development Framework (LDF) will replace East Lindsey's Local Plan by 2009. The LDF will be a portfolio of documents that set out the land use strategy for the District through policies, inset maps and action plans.



Magdalen College, St John Street



Barkham Street



Bateman's Brewery



High Street

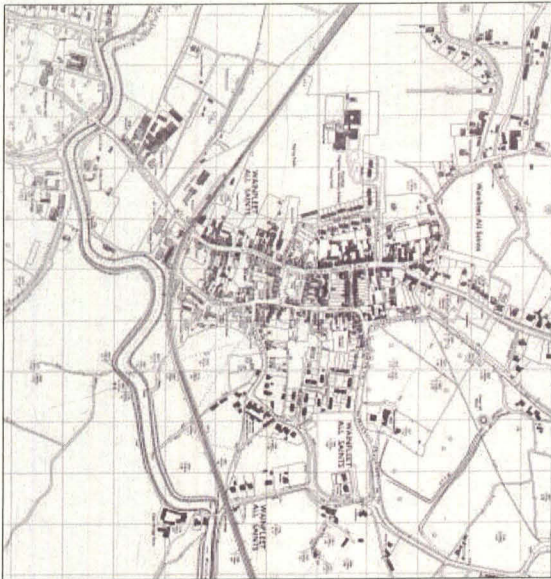
3.0 Definition of Special Interest

3.1 Wainfleet is a small market town with a number of important architectural set-pieces that set it apart from most other Lincolnshire towns of a similar size. Prize amongst these is Wainfleet's finest building, Magdalen College (originally a school, now a museum and library), which dates from the C15 and is endowed by Magdalen College, Oxford.

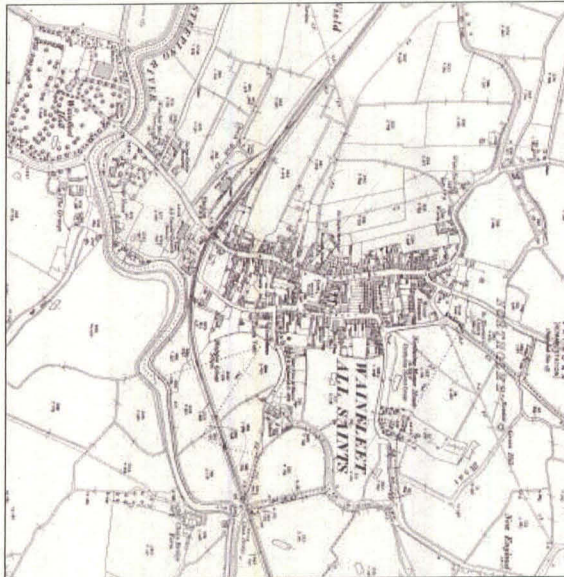
3.2 The conservation area's centrepiece, spatially, but not in terms of character is the marketplace. More uniquely, Barkham Street, just to the north of the market place is a formal terrace of 3-storey and basement 'London' houses completely at odds with the character of the surrounding town.

3.3 To the south of the main built up area of the town is the C19 All Saints' Church, built to replace the earlier church. Further south is another jewel in the crown of Wainfleet - the buildings of Bateman's Brewery, the mill tower of which is a distinctive landmark in the surrounding area.

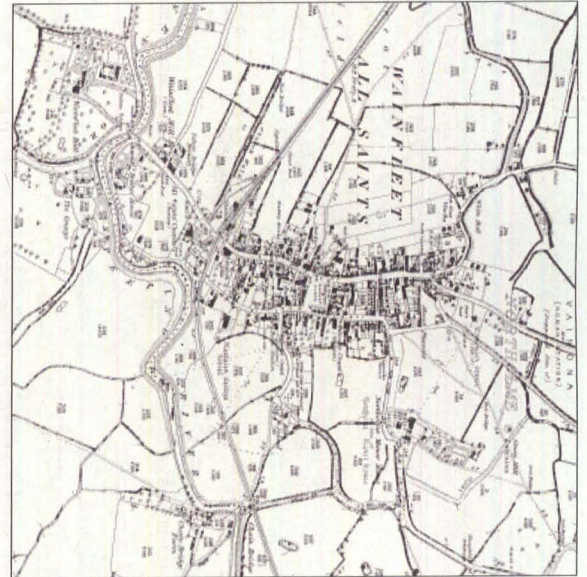
3.4 The medieval urban core of Wainfleet is balanced by two large areas of greenery which form attractively verdant approaches into the town and conservation area. The River adds to the picturesque more rural quality of the southern part of the town, south of the railway.



Extract from 1970 OS Map



Extract from 1905 OS Map



Extract from 1889 OS Map

4.0 History and Archaeology

4.1 Wainfleet has been identified with the Roman settlement of Vainona or Vainoa, a flourishing centre of the Romano-British salt industry, but it is now considered unlikely that they shared the same site. What is certain is that by the time of the Domesday survey of 1086 Wainfleet was a good-sized settlement, with 25 households and 31 salterns, emphasizing the importance of the salt industry to the local economy. Remains of salt workings are still visible at Wainfleet Tofts, near the A52, and the importance of the industry is remembered in the lane named Salters Gate to the south east of the river.

4.2 The combination of an essential product (salt) and easy access to the sea meant that Wainfleet flourished in Medieval times. A map of the coastline in the C16 shows that the whole area was very different, with the current site of Wainfleet almost right on the coast. A combination of the 'inclosure' of land and the silting up of channels means that the coast is now several miles to the east. It is thought that in early Medieval times Wainfleet All Saints was actually situated c.1.5-2 miles to the west of its current site, near the original All Saints Church which was at Wainfleet Bank. In about 1718 its wooden spire was replaced by a brick tower and five heavy bells. Over the next century the extra weight caused gradual subsidence and in 1809 it was abandoned, and demolished in 1820. A mid-C19 map shows an Old Rectory House and old workhouses in this area, and there is still a church lane. Few buildings from before 1800 survive in the central area of modern Wainfleet, but the Butter Cross which is of Medieval date was presumably in a central position or market place when built, and Magdalen College School was begun in 1467. The town gained its charter in 1458.

4.3 Wainfleet was a busy and thriving port in medieval times. Salt was exported all over Europe and other cargoes were traded in and out of Europe. There is evidence of tokens minted locally to use at warehouses, of customs officers and wealthy merchants. Two ships were sent in 1359 to assist the invasion of Brittany. Even after the decline of the port, the Wainfleet Haven was used for imports and exports of local crops and, later on, for bringing in coal; a fishing industry also developed. There is much speculation as to where the port actually was. Some authorities speculate that it was in the Northolme area, explaining that the tumuli in the north east of the town were used by the Romans as beacons to light ships into the port. However, most modern sources dismiss this as fanciful, and place the port on the Haven River to the south east. This is supported by Leland writing in the time of Henry VIII who says that in living memory small ships came right up to the school.

4.4 As time went on and land was inclosed the port became inaccessible, although the river was still navigable. However, Walcott writing in 1848 says 'in consequence of the inclosure of the East fen (drainage was completed in 1814), the waters have been carried off by a wide drain to Boston Scalf, which has so reduced the creek as to preclude the entrance of any but small craft.' Boston took over Wainfleet's position as the major port. After that, Gibraltar Point, 5 miles away, was the closest ships could get to Wainfleet and, until the railway took over, cargo vessels unloaded coal and other goods onto barges at the mouth of the river to be conveyed to Wainfleet. The last commercial boat to leave the Haven near Gibraltar Point was in the 1920s.

4.5 The Northolme area, just like the area around the Brewery to the south west, has remained green and undeveloped. The original Northolme Hall, a Tudor mansion, burnt down and was replaced by the present building in 1866. The estate attached to it contains the moat of the original house and two tumuli, whose presence no one seems to be able to explain with any certainty. Viking burials, beacons for bringing ships safely into harbour and decorative earthworks in the garden of the original hall have all been suggested. The house has now given its name to the cemetery in the north of the town which is immediately to the north of the site of the old St Thomas's Church, which had its own graveyard to the south. The Northolme Cemetery was given a grand war memorial arch in 1920.

4.6 The central built up area of Wainfleet is described in the Imperial Gazetteer of England and Wales in 1870 as consisting chiefly of one street with a central market place. The market place has clearly always been the economic centre of the town, with the Medieval butter cross. The market place was sizeable enough to hold cattle fairs, and a photograph of 1906 shows cattle pens in the square.

4.7 The clock tower in the market place was given to the town in 1899 by the widow of Walter Martin of Wainfleet Hall. The Martins were, for many years in the C19, agents for the Bethlem estate, which owned a large amount of land in Wainfleet, given to them by Edward Barkham when he died in 1733. The urban architecture of Barkham Street was built by the Bethlem estate and named after their benefactor.

4.8 St John's Street was originally known as Back Street and before the railway it joined up with Church Lane. The railway was opened as a branch of the East Lincolnshire Railway from Boston to Grimsby in 1871, and in 1900 the line was doubled as a result of the increasing popularity of excursions to Skegness.

4.9 To the south of the town is the current All Saints Church, consecrated in 1822 and built using some materials from the old church. To the south east of the town centre stands the Magdalen College School, now a library and museum, which was built in 1484 by William Patten, later Waynflete, Bishop of Winchester and Lord Chancellor, who was born in Wainfleet and took his home town's name. This grand building was originally designed to take only seven boys and send them on to Magdalen College, Oxford but in 1755 it became an elementary school for 30-60 girls and boys. In 1877 it became a grammar school which was transferred in 1933 to the new Skegness Grammar School, and the building stood empty apart from military use during the Second World War. The building had a brief revival as a school in the 1950s and 60s.

4.10 To the south west of the town lies another open area, towards the river and Salem Bridge, where there has been a bridge for several centuries. Across the river lie two large houses, Wainfleet Hall (now a school), once home to the Martin family, and The Grange. Just north of the river is Bateman's Salem Bridge Brewery. The Brewery was originally near the station but in 1874 George Bateman bought Salem House, where he lived while developing the buildings behind as a brewery. Later he bought the old corn mill next door, whose windmill survives, albeit without its sails.

4.11 The C19 saw something of a revival in Wainfleet's fortunes with an increase in population in Wainfleet All Saints from 506 in 1801 to 1135 in 1831, and a certain amount of civic building took place during this century. A literary institute was established in 1852, the Police Station in Rumbold Lane was built in 1866, Assembly rooms were opened in St John's Street in 1878 and the Salvation Army also opened in this street in 1884. Nonconformity was common in the area (John Wesley had preached at the Buttercross in 1780), with the first Wesleyan Methodist Chapel opening in 1804 and the Primitive Methodist Chapel in 1869; the Wesleyan Methodists built a day school in 1820.

4.12 During the C20 Wainfleet was increasingly eclipsed by its larger neighbour Skegness, although the continuing existence of the railway (which survived the 'Beeching cuts') helped to maintain agricultural prosperity with the easy transport of goods. The town was bypassed in 1991 which has improved the town for its residents but did not perhaps aid its prosperity.

4.13 Wainfleet has historically always been overshadowed by Boston and Skegness and the opening of the bypass did nothing to improve this. Thus, in 1993, Wainfleet was selected as one of 16 'pilot' CAP (Conservation Area Partnership) Schemes to be set up in England. The Scheme's aims were to regenerate the town through appropriate conservation-led works in order to encourage investment and increase pride in the town.



View to A52 from Skegness Road



View from Skegness Road



View north along Station Road



View to Barkham Street

5.0 Setting

5.1 Wainfleet lies approximately 5 miles south west of Skegness, 25 miles south east of Louth, 17 miles north east of Boston and 40 miles east of Lincoln. Wainfleet was once a coastal port, but now lies some 5 miles inland of England's east coast. The flat landscape of the Fens stretches southwards from the town, whilst the Lincolnshire Wolds unroll out to the north west.

5.2 The conservation area encompasses the historic town, including part of the banks of the River Steeping where the mill of Bateman's Brewery dominates the surrounding area. The relatively urban centre of the town is balanced by the two large green areas at either end. The railway effectively forms the southern boundary of the 'urban' area.

5.3 The main route into Wainfleet from the south is off the A52 through the Parish of Wainfleet St Mary. This entrance into the town is flanked by fields and hedgerows until the river and the Parish of Wainfleet All Saints is reached. The A52 lies to the east whilst the open flat fields of the Fens line the western edge of the town.

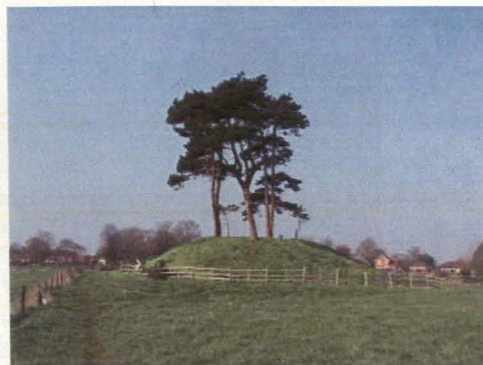
5.4 Wainfleet continues northwards out of the conservation area with a linear settlement pattern along Spilsby Road, whilst the conservation area ends at the open land surrounding Northolme Hall. Encircling this land is Skegness Road which rejoins the A52 to the east. Although not overwhelmed by modern development, the Conservation Area is flanked by a number of housing estates at its northern and southern ends.

5.5 Due to the very flat topography of the area surrounding Wainfleet, the prominent buildings are highly visible from most approaches into the town. The towers of Magdalen College and the Brewery milltower are eye-catchers from the bypass and have been subject to a lighting scheme to enhance their visibility at night. Magdalen College is also noticeable from the railway which runs just to the south.

5.6 The railway allows good views of All Saints' Church, Bateman's Brewery milltower and, less positively, the warehouse site which is located alongside the railway tracks. The river banks enable the milltower and Church to be seen in a more rural setting, although again, the warehouse site mars some views of the Church. At the other end of Wainfleet, the chimneys of Barkham Street are seen across the parkland around Northolme Hall.



Lilley Villas, Skegness Road



Green Hill

6.0 Townscape Analysis (see Fig.1)

6.1 Skegness Road

6.1.1 Skegness Road runs eastwards from St John Street before turning north-eastwards towards the A52. Only two rows of houses on the south side of the street (at its eastern end) are within the conservation area. Lilley Villas is a block of three houses built between 1889-1905 with bay windows and multi-paned upper sashes. Externally the row is little changed. Beside it is a longer, slightly earlier row of six houses with arched-headed passages through to the rear. One has unfortunately been stone-clad. Both blocks are of red brick; the longer row has pantiled roofs, Lilley Villas has Welsh slate.

6.1.2 Beyond these houses, only the northern side of the road is within the conservation area. This mostly comprises parkland surrounding Northolme Hall. Although this house is largely C19 in date, it is on the site of a Tudor mansion and the land around it contains the remains of a moat and other earthworks including the 'Green Hill'. This tumulus, which is given added drama by the pines on its summit, is a feature of views from the road and the footpaths which cross the parkland. Its origins are unknown – it may be a Roman Beacon, a burial mound, the base of a post-mill or simply a garden feature from the earlier house.

6.1.3 Northolme Hall is very well protected by a shelter belt of trees and otherwise there are some good specimens both along the boundary and more sporadically within the parkland itself. A continuous hedgeline defines the road boundary but views across the generally open land are easily gained and attractive.

6.1.4 The Conservation Area boundary runs to just south of Glenholme before turning north west then north to run along a drain boundary and ultimately west to cross Croft Lane. This boundary effectively differentiates the parkland from more general arable land. From the footpath across the parkland views north of Croft Mill and south west to the chimneys on Barkham Terrace can be gained.



Cemetery with War Memorial Arch



View to cemetery

6.1.5 The rest of the south side of Skegness Road, which is outside the conservation area comprises mostly 1960s former Local Authority housing and later, large, mostly detached bungalows. Particularly between the latter, views across the flat land towards the bypass are possible. There are some good road side trees, particularly outside the 1960s housing which form an attractive avenue with those in the parkland to the north.

6.2 Croft Lane

6.2.1 Croft Lane runs north east from Mount Pleasant and has on its east side the parkland of Northolme Hall and on its west side the cemetery. Despite some boundary tree planting, the cemetery is quite open apart from at its southern end where more densely planted trees enclose an area of land, the northern part of which is the site of St Thomas Church. The lane at this point has a rural and quite open feel though the houses on Spilsby Road can be seen across the cemetery. The mostly late C20 housing to the north of Little Walk is outside the conservation area.

6.3 Spilsby Road

6.3.1 Only a short stretch of Spilsby Road lies within the conservation area. This includes the cemetery which covers much of the eastern side of the road. This is defined by a hedge along the road with a miniature 'triumphal arch' at the entrance which was built as a memorial to the men of the town lost in the Great War. It is of limestone and has pairs of columns flanking the arched gateway.

6.3.2 On the opposite side of the road, the houses are of various dates. Opposite the cemetery gates is an early C20 house of red brick and slate (which is currently outside the conservation area) but with a rendered Victorian house behind included within the boundary. In the front part of its former garden is a large modern bungalow but to the south is a pair of probably early C19 cottages (one extended) of red brick and pantiles but with modern porches and windows. These are set back some distance from the road.

6.3.3 Moving south, the building line tightens abruptly to give the feel of an entrance to the more built-up part of the town. On the east side are two blocks of buildings hard on the footpath edge and separated by the lane to Northolme. All the houses are of red brick and pantiles and of various



Northolme, view West



Northolme, view East

C19 builds. Nos. 12-18 turn their backs to the road, No. 10 on the corner is taller and with corbelled eaves, No.8 has a carriage arch whilst the lower block of three (Nos. 2-6) have an arched snicket in the middle of the elevation. The houses have a variety of mostly modern windows though the chimney stacks give the buildings a strong silhouette.

6.3.4 The sense of enclosure is heightened by the location of No.3 opposite which is also hard on the pavement edge. This is a late C19 house with horned sash windows and a panelled door to the front elevation. The gable ends are very prominent due to the set-back nature of the buildings either side. The gable ends of No. 65 High Street are equally prominent and important in maintaining a sense of enclosure along with the other High Street properties on the sweep of the bend.

6.3.5 The feeling of transition from the edge of the town to the town centre is heightened by the general lack of greenery at the southern end of Spilsby Road.

6.4 Northolme

6.4.1 This is a short curving lane which links the High Street / Spilsby Road and the open land around Northolme Hall. The street is very poorly defined, with a number of low timber fences allowing views of the gardens and outbuildings of properties facing Spilsby Road and Mount Pleasant. A modern group of three bungalows stands off a cul de sac in the middle of the south side of the street. The rear of the two storey houses facing Mount Pleasant, built as part of the same development, is also very visible. A tall chimney stack attached to the outbuilding to the rear of No. 8 Spilsby Road is an 'incident' in the streetscene whilst the gable ends of Nos. 10 & 12 Spilsby Road act as the western gateway to the street.

6.5 New End

6.5.1 New End is a narrow unmade road with a short terrace of four late C19 houses on its north side and a single storey outbuilding and cottages on the south. One of the latter has herringbone brickwork on its gable end. Flat roofed lock-up garages at the end of the street partly enclose the space whilst the skeletal form of the fire station practice tower is visible beyond. The street was marked as 'Pump Court' on the oldest Ordnance Survey maps of the town.



6.6 High Street (North of Spilsby Road junction and including Brewster Lane)

6.6.1 A short stretch of the High Street which runs beyond the Spilsby Road junction and into Brewster Lane is within the conservation area. No.65, a large C19 former shop and house which retains its original sash windows, shopfront and an imposing chimney stack, marks the east side of the street and has a collection of single storey brick and weatherboarded outbuildings behind. This house, together with the substantial No. 64 opposite, pinches the road which beyond this point becomes much less densely developed. No. 64 is shown on the 1889 Ordnance Survey map of the town as a smithy with the attractive C19 house beyond shown as a foundry. The latter has had the front door replaced with a bulls-eye window. A tree in the garden of this house is complemented by a similarly mature specimen opposite and adds much to the townscape of the street.

6.6.2 Round the corner, and into Brewster Lane is a modern housing development in C19 style. This is well detailed and of appropriate materials befitting its location in the conservation area. Beyond the development becomes much more suburban in form and is outside the conservation area.

6.6.3 From the north end of the street a long blinkered view down the High Street can be gained in which the end of Barkham Street and the clock tower in the Market Place are key incidents.

6.7 High Street (from the Market Place to Spilsby Road)

6.7.1 This part of the High Street curves gently northwards from the Market Place to where the road forks to form Spilsby Road. The road is relatively wide, particularly around Barkham Street, and for almost its entire length is lined by buildings right on the footpath edge. The main exception is just to the north and south of Barkham Street where the gaps in the frontage to either side of the Royal Oak PH, and particularly between the Post Office and No. 76 High Street, allow views over parking areas and garden land. The frontage is more consistent on the west side, with only occasional glimpse views between buildings, down snickets or through carriage arches usually to outbuildings behind the street frontage.

6.7.2 The majority of buildings fronting the High Street are of red brick with roofs of either pantiles or Welsh slate. Many of these date from the C19 and they are generally of two storeys. There are



Nos. 51-56 High Street



View north along High Street

several exceptions to this rule however. Nos. 51 High Street dates from the late C18 and is of lined and painted render with a bracketed doorway in the middle of its imposing 5-bay façade. All the windows are 8/8 sashes and the symmetry of the building is emphasised by the big central ridge stack. No. 52 adjoins to the north and is higher to the eaves than its neighbour but has a very shallow pitched roof. It dates from the early C19, has four bays with the doorway in bay 3 and 6/6 sash windows. Nos. 53-5 to the north complete what is a good grouping of buildings. Although these buildings are later C19 they exhibit two key characteristics of buildings in this part of the town – a carriage arch and good surviving C19 shopfronts. The paired shopfront to Nos. 54/5 is an attractive survival with box sash windows at first floor level.

6.7.3 Roughly opposite, the Royal Oak PH is a well-proportioned early C19 building with a range of outbuildings surviving in the car park to the north. Gaps in the street frontage either side of this building, coupled with the presence of single storey buildings onto the street frontage give this part of the street quite a low-key character. This changes abruptly immediately to the south however due to the presence of the three storey Barkham Street houses and the hall of 1911 which stands on the north-west corner of this imposing street. The hall is a rather sober building with walls of brick and render. The three storey Barkham Street buildings which flow around the south-eastern corner are much better proportioned and detailed. These buildings include restored C19 shopfronts. To the south, however, the scale changes abruptly again with the single storey post office attached to the end of the row and a gap in the frontage allowing views into the garden areas to the rear of the south terrace of Barkham Street and to an attractive Victorian property and some storage buildings. This openness, so close to the commercial heart of the town is very much a characteristic of Wainfleet and means that the Barkham Street properties are very visible from many parts of the town.

6.7.4 On the opposite side of the road to the Post Office, Nos. 47-9 are a relatively plain C19 building group, again with archways to the rear (one blocked) and a C19 shopfront. Nos. 42-5 were built in 1774 by the Quakers and what was a modest Meeting House survives to the rear as a garage. Although the buildings have been roughcast rendered, they form a fine group with Yorkshire slider windows in arched heads, elements of C19 shopfronts and dominant brick ridge stacks; these features were restored as part of the 1994 CAP Scheme.



Nos. 77-79 High Street



Clock Tower, Market Place

6.7.5 The presence of banks signals the location close to the Market Place. Although the former Barclays Bank, with its austere 1950s façade is now closed, the C19 Lloyds TSB bank opposite remains open. Whilst the ground floor of this is attractively detailed with a corner entrance right onto the Market Place, there is a poor quality first floor extension which is disappointing on such a prominent corner.

6.8 The Market Place (including Nos. 34-40 High Street)

6.8.1 The Market Place is the principal space in the town and its appearance was significantly enhanced by a resurfacing scheme and the provision of a new bus shelter in 2000. This has used appropriate modern materials and street furniture. Right at the centre of the space stands the market cross, a Grade II* Listed (and Scheduled Ancient Monument) limestone cross on three steps dating to the C15 but with a C19 finial and weathervane. On a prominent position on the High Street is the Grade II Listed clock tower. This was built in 1899 and is quite a modest structure of three stages and with a pyramidal lead roof. It is its location rather than its height which give it prominence within the townscape.

6.8.2 The buildings surrounding the Market Place are mostly quite modest. The west side is the most 'urban' with two and three storey shops and public houses dating to the early C18 (in the case of No.36). The façade of this building is Georgian, however, whilst the other properties are of the C18 and C19 some with restored C19 shopfronts. Both the Woolpack PH and Nos. 35-6 are rendered and painted; the other buildings are of red brick. Most properties have new clay pantile roofs – but the lack of any surviving chimney stacks is striking and regrettable.

6.8.3 Although the Lloyds TSB Bank forms the west corner of the north side, all the rest of the buildings are a continuous row of modest brick cottages (No. 20 is rendered) with slate roofs. At either end are former shops (the one in No. 20 modest and C19) and there are arched snickets through to the rear between Nos. 18 & 19 and 16 & 17, with a larger one between Nos. 14 & 15. Most cottages have 8/8 and 6/6 sash windows and the façades of Nos. 17-19 have been rebuilt. The uniform nature of the cottages encloses the space well, though their silhouette is less effective again due to the loss of several chimney stacks.



No.1 Market Place & No.1 High Street



Market Place

6.8.4 The east side is again enclosed by a continuous block of houses, though these are not of one build. The part to the north is taller, later C19 and originally with multi-paned sash windows; the part to the south is earlier C19, lower and with box-sashes in curved heads; Nos. 7-8 were restored as part of the CAP Scheme. All are of brick with modern clay pantile roofs however. The roadway along the south side of the Market Place is broad with a wide junction with St John Street. Consequently Nos. 20-24 St John Street complete the enclosure of the east side of the Market Place. No. 20 is a large, symmetrical and imposing C19 building with paired windows and a steeply-pitched roof; Nos. 22 & 24 are a nicely detailed late C19 pair of houses with stone dressings.

6.8.5 The south side of the market square is more varied. Nos. 4-6 are of similar character to the houses on the north side of the square and quite modest. Nos. 2 & 3 are a much more imposing C19 pair of houses, well modelled with gable ends, two storey bays and tall chimney stacks; they were designed as houses that could be easily converted into shops. No.1 is a long, low earlier C19 range set back from the building line of the later properties and much lower. The building is rendered and painted and now linked into No. 1 High Street, a three storey building with a ground floor shop with corner entrance. The scale of this building neatly turns the corner – in contrast to the Lloyds TSB bank opposite.

6.9 High Street (from Market Place south to Station Road)

6.9.1 The stretch of the High Street from the Cooperative Supermarket to the Market Place has a suitably urban feel due to the presence of shops and public houses (mostly on the west side) and several three storey buildings on the east side. The latter include No.1 (see above) whilst Nos. 3 & 4 are a non-matching pair of late C19 brick properties with painted window surrounds and eaves cornices and slate roofs. No.3 has a reinstated C19-style shopfront, No.4's has been altered with a deep fascia which has damaged the proportions of the building. Nos. 6 & 7 were built in the first quarter of the C19 and have suitably restrained detailing including pilastered doorcases and multi-paned sash windows. Whilst No. 6 is symmetrical, the ground floor door and window of No.7 are shifted a bay to the north, and to the south is a single storey addition with an attractive mid-C19 shopfront and a parapet wall up to the height of the first floor window heads.



Rear of The Angel PH, High Street



Nos. 23-25 High Street

6.9.2 Although the other buildings in this stretch are all two storeys, they are not without interest. No. 2, unusually for the town, is of gault brick though alterations (including the raising of the eaves) have been carried out in red brick. No. 5 dates from the late C18. It has multi-paned sash windows, those at the ground floor with side lights and a tall south end stack to cope with the height of the adjoining building. A plank door gives separate access to the rear. No. 8, although a simple C19 building, has a very attractive contemporary shopfront with dentil cornice and console brackets.

6.9.3 Nearest the Market Place on the ^{west} ~~east~~ side of the street are two hostelryes – the Red Lion and the Angel, part of a small cluster of inns that developed near to the entrance to the market place. Both probably date back to the early C19 and are rendered with pronounced quoins. The Red Lion has a central pediment with a bulls-eye window. To the rear of the Angel (which was once the home of the Barkham family) is a good range of C19 formerly brewery buildings, mostly of red brick and pantiles with the surviving tall chimney. These buildings are derelict, in poor repair and in urgent need of a sensitive new use.

6.9.4 The range of buildings from Nos.26-31 High Street are largely C19 with various alterations although some C19 shopfronts survive. Nos. 29-30 are probably late C18 though the character has been eroded through subdivision and the insertion of a modern shop frontage and first floor window.

6.9.5 The modern Cooperative supermarket is set back from the street frontage and of suitable form and materials. Only the mini-roundabout and the wide vehicle opening and views across the car park disrupt the nature of the street.

6.9.6 South of this building, the character of the street becomes more low key with more houses and fewer surviving shops (although several C19 shopfronts remain on the west side even if the retail use has ceased). No. 25 is a former storage building with an outshut to the north built in 1929. Beyond is a pleasant range of C19 houses and shops with painted facades, all of which retain multi-paned sash windows some in gently arched heads. No. 22 is mid C19 and of gault brick with a hipped slate roof and the remains of a C19 shopfront, archway to the rear and plate glass sashes. To the south is a larger former hardware shop. The south range of this, which is the least altered, is important in defining the edge of the station car park and effectively marking the entrance to the more built-up part of the town.



View north along High Street



Railway Crossing, Station Road

6.9.7 The east side of the road is more domestic in character though it has as its centrepiece a three storey range with a large carriage arch and tumbled brickwork to the eaves. This property is being restored.

6.9.8 To the north, No.12 is a nicely proportioned C19 house with a central doorcase, plate glass sashes and painted façade, whilst Nos. 15 & 16 are a brick pair with a central passageway and more plate glass sash windows.

6.9.9 The south-east end of the street includes two larger domestic properties. No. 17 is a mid-Victorian villa, unusually side onto the street to allow its central entrance and flanking bay windows to face south. A tall red-brick wall lines the road and on the boundary with No.18 is a tall mature tree important to the streetscene as it begins to hint at the more rural character south of the railway line. No. 18 more typically lines the street and is imposing with its variety of sash windows. Some of its character has been lost due to the roughcast rendering of the walls and replacement concrete tiled roof. A good tall hedge turns the corner into Silver Street.

6.9.10 Although the church and the town's most famous company both lie further south, the railway line feels as though it marks the border between the edge of town and the town proper. Looking south from this point, the trees are very dominant whilst the view north sees the High Street curving upwards towards the Market Place tightly defined by buildings.

6.10 Station Road

6.10.1 The feel of the railway crossing being a gateway into the built-up part of the town is emphasised by the position of the Victorian brick signal box, the pair of Victorian railway cottages opposite (Nos. 2 & 4) and the row of new houses (Nos. 1-9). All the houses and cottages have front gardens and this together with the grass verges gives a less dense, edge-of-town feel.

6.10.2 All Saints Church is the principal landmark in this part of the town. It was built in 1821 to replace the earlier church sited to the west of the present town. The structure is quite simple, typical of its age, and in a revived Perpendicular style gable-end on to the street. The chancel and organ chamber were added to the east end in 1887. The most noteworthy feature is the curious bell-turret,



All Saints' Church, Station Road



Salem House & Nos. 1-9 Station Road

added with the wide porch at the west end in 1932. This has an Eastern European feel with its scaly leaded roof.

6.10.3 The street frontage to the church has some attractive iron railings with an overthrow and lantern. The church is the last building on the east side of the road until the Salem Bridge and the intervening trees and scrub land give this part of the Conservation Area a very rural feel.

6.10.4 On the west side, the new estate off Barton Road and No. 15 are outside the Conservation Area, though the rest of the buildings facing the road and on the east end of Mill Lane are included.

6.10.5 Merrilodge was built between 1899-1905 and is an attractive three-bay house with a central arched doorway and flanking bay windows. The building is set back to allow space for some mature trees in the front garden, including a striking evergreen, which are important in the streetscene.

6.10.6 Salem House (No.11) was the home of George Bateman the founder of the famous brewery. This is a fine broad house of six bays, notable for its Doric porch, continuous first floor balcony and elaborate eaves cornice. All the frontage windows are multi-paned sashes and there is a good panelled door with fanlight.

6.10.7 Beyond Mill Lane, which is very narrow at its east end as it effectively passes through the brewery buildings, is a row of two storey cottages, all with white-painted brick walls and concrete-tiled roofs. Nos. 5, 7 and 9 were all built in the first part of the C19 whilst the lower Nos. 1 & 3 were built at the end of the previous century. All the cottages retain their multi-paned sash windows and read as a consistent group.

6.10.8 Between the cottages and Salem Bridge is an open field which allows an excellent view of the historic brewery buildings, with the old windmill forming the centrepiece. From the bridge, attractive views along the Steeping River can also be gained.

6.11 Mill Lane

6.11.1 Mill Lane runs north-west from the narrow junction with Station Road. The flank of Salem House with its colourwashed brickwork forms the northern corner, whilst the long painted brick and



Mill Lane



Wainfleet Hall, Vicarage Lane

pantiled rear wing of No.9 Station Road defines the south side of the road. Both buildings are right on the edge of the lane with no footpath.

6.11.2 A break in the built frontage on the south side allows views into the courtyard of the brewery visitors' centre, which is dominated by the tall former tower mill. Other glimpse views through open doors allow fascinating peeks into the brewery buildings. Several of these date from the C19 (most with red brick walls and slate roofs), though some of those on the north side are more modern. The brewery offices are in a fine Edwardian property of brick and render with twin gables facing the street.

6.11.3 Beyond these buildings the character of the lane changes completely and suddenly there are panoramic views across the flat land to the west. The conservation area boundary includes a Nissen hut but not a more modern storage building to the west and its large open parking area. The visitors' parking area, with a hedge fronting the road is similarly outside the boundary.

6.11.4 Looking back towards Station Road from this point it is obvious that the road bisects the buildings of the brewery. The trees along Station Road close the vista and provide a green canopy above the roofs of varying heights.

6.12 Vicarage Lane / Low Road

6.12.1 Wainfleet Hall / Miller Court and its surrounding parkland is also included within the conservation area principally because of the importance of the trees and spaces to the setting of the town. The hall itself, now a school, dates mostly from the C19 and was the home of the Martin family who were land agents for the Bethlem Estate. Its large slate roof dominates views of the house. A tree-lined drive runs to the house from opposite the Station Road junction and there is another access past the rather bland 1980s Miller Court. This is a long h-shape residential block with yellow-buff brick walls and concrete tiled roofs which stands on the site of the former stables.

6.12.2 Vicarage Road provides some attractive views of the town in its setting. The brewery and church are landmarks whilst the more modest buildings, usually with pantile roofs of varying heights, sit within a backcloth of mature trees. These views are possible because of the openness of the land



Vicarage Lane



The Grange, Boston Road

around the Steeping River which has only a small clump of willows on its south bank, in contrast to the parkland of Wainfleet Hall opposite which has mature trees along its boundary and within the parkland.

6.12.3 Roughly opposite the junction with Low Road is the pinfold – a hexagonal brick structure with a slate roof which was built to house livestock. Although this is a building of some charm, the proximity of modern houses has destroyed much of its setting.

6.12.4 Only the east side of Low Road, which contains the Wainfleet Hall parkland, is within the conservation area. Views through the perimeter tree belt are of Miller Court and the tennis courts and, more attractively, across the more open parkland to the south.

6.13 Boston Road

6.13.1 Boston Road runs southwards from Salem Bridge towards the A52. On its west side is the parkland surrounding Wainfleet Hall with its mature perimeter planting and more sporadic planting within the parkland. There are also the remains of a former avenue to the house from the south east.

6.13.2 On the east side of the road is The Grange. This is another fine mid C19 house with a range of farm and other buildings. The main house is to the south with a porch facing the road and garden front facing south. The house has multi-paned sash windows and a shallow-pitched hipped slate roof. A parallel range of former outbuildings, now converted to residential use, runs northwards from the house to give a strong and attractive frontage even though the buildings are set back from the road behind a good brick wall with regular piers. The more open garden land to the south has a dwarf wall with railings.

6.13.3 To the north alongside the river is a narrow lane known as Salters Gate which provides access to the yards north of the house, a U-shaped range of probably C19 farm buildings and a more modern storage building. The name of the track, heading out towards the coast, reflects the former importance of the salt industry to the medieval town. A raised loading platform lines the north side of the lane and a pair of semi-detached early C20 'estate' cottages is also within the conservation area.



Bridge House, Haven Side



No.4 Haven Side

Two good mature trees stand on the wide verge to the north of the U-shaped stable and outbuilding range with more mature trees opposite on the river bank.

6.13.4 From Salters Gate is a most impressive view of the thatched Bridge House and its pantiled outbuildings. Although on the opposite side of the river, this house is a real focus of views northwards when entering the town from the south and the impression of the house in its leafy setting is one of the enduring images of Wainfleet. Above the outbuildings the quirky spire of All Saints Church can also be glimpsed.

6.14 Haven Side

6.14.1 Haven Side is a curving lane with a very attractive rural character which broadly follows the line of the Steeping River which in medieval times was considered to be the safest harbour on the Lincolnshire coast. At its west end is the very fine Bridge House. The lower range dates from c.1700 and has an attractive 'Gothick' doorcase, multi-paned sash windows in arched heads and three gabled dormers in the thatched roof. To the west is a taller, later C18 range which is also thatched. A U-shaped range of pantiled outbuildings stands to the east, whilst to the north is a separately listed building which was formerly a pair of cottages. This attractive range is completed by an unusual 'Chinoiserie' fence and a setting of mature trees.

6.14.2 From the outbuildings to the east of Bridge House a hedge line runs along the north side of the lane as far as No.3. This is a pleasantly-proportioned three-bay C19 house with an outbuilding to the west with paired gables and a chimney in between. Views from this point, in both directions along the river are attractive; that to the east is partly enclosed by more mature trees.

6.14.3 The road bends to the north from this point. Despite a sturdy hedge on the west side of the lane, good views of the church can be gained (with the less attractive industrial buildings on Church Lane also visible). On the east side of the lane is No.4. This is a property of several builds; the central rendered block the tallest with a doorcase and sash windows. The range to the south is also rendered and has an integral garage whilst to the north is an attractive former outbuilding with some arched windows and loading doors at ground and first floor levels.



Church Lane



Silver Street

6.14.4 From this point looking north-east, the river bends and the modern buildings on College Close are quite prominent, though of suitable form and materials. The towers of the former Magdalen College School are just visible above the pantiled roofs of these properties.

6.15 Church Lane

6.15.1 Church Lane is a short narrow lane running roughly east-west from Haven Side to Station Road. At its west end is All Saints Church. The late C19 organ chamber at the east end projects forward towards the road and partly encloses a parking lay-by. At the east end of the lane is a range of quite modern industrial buildings (formerly a granary) of little architectural merit. Despite these buildings, the view east has a rural feel with a vista over the Steeping River and into the fen. Views westwards are more urban and enclosed by the modern red brick houses (Nos. 1-9 Station Road).

6.16 Silver Street

6.16.1 Silver Street is another short street running east-west from Station Road. The road was not created until after 1871 when the line of the railway separated St John Street from Haven Side and Church Street. The south side is defined by a fence separating the street from the railway line. To the north a low wall and evergreen hedge defines the garden of No. 18 Station Road. Although the two storey red brick No. 2 gives some definition to the north edge of the street, this sense of enclosure is lost as Granary Look beyond is set back from the road with an open front garden enclosed by an iron fence. When more mature, the trees in the garden will give some enclosure however.

6.16.2 The modern but traditionally-detailed No. 10 College Close neatly closes the vista eastwards along the street. Looking west, despite its diminutive scale, the signal box catches the eye whilst the church bell-turret can be seen above the buildings south of the railway line.

6.17 St John Street

6.17.1 St John Street runs parallel to the east side of the High Street and originally ran further south until the advent of the railway. In places it has the feel of a back street with modest industrial and storage buildings lining it or visible within plots – indeed it was originally known as Back Lane. Despite this, the street contains one of the town's principal landmarks, the former Magdalen College School.



St John Street



Jolly Sailors PH, St John Street

6.17.2 The College School is a remarkable C15 building, now a library and museum, but built by William Waynflete, the Bishop of Winchester to provide scholars for his then recently-founded Oxford College. The building is of red brick with vitrified brick diaper-work and ashlar dressings. The shallow pitched lead roof is not visible and the façade is dominated by a pair of turrets – that to the north houses the staircase, that to the south, the bells. Within the gable end facing the street is a large restored window with Perpendicular limestone tracery and a plank door beneath.

6.17.3 The school is set back some distance from the road and still sits within a quite substantial area of open land, even though the College Close development to the south has eroded some of this. The frontage of the former school has recently been enhanced with stone paving and planter bays, though a belt of more mature trees lines the road and has a greater impact on the townscape.

6.17.4 The other buildings at the south end of St John Street are all domestic in scale and form. The earliest are No. 1-3 which are from the early C19; the former with modern windows and roof, the latter well-restored and with a side and rear extension. Other properties on the west side are generally late C19 and have seen alterations to windows and doors whilst Nos. 13-15 are rendered. No. 5 is an early C20 house with late 'arts and crafts' details including decorative timberwork, render and a plain tiled roof. Oxford House is a modern block of elderly persons' housing with a prominent rendered gable. Most of the properties here are set back behind small front gardens.

6.17.5 The pattern of the street changes near the junction with Rumbold Lane. Nos. 4-8 are right on the footpath edge and the hipped-roofed No.17 opposite pinches the space here. No. 8 has a surviving C19 shopfront whilst the brickwork of the adjacent cottages shows the scars of various alterations to the windows.

6.17.6 North of No.17 is the former Jolly Sailors PH. This is one of the most characterful of the minor buildings along the street (despite its rendered façade). Its partly hipped roof forms a neat group with No.17 defining a triangle of land created by the stepping of the building line at this point. The former pub retains several original windows and its chamfered corner entrance.

6.17.7 Beyond the old Jolly Sailors are groups of single storey industrial and storage buildings, brick built and gable end on to the street. No. 23 sits in the middle of two groups and is a very attractive



Methodist Church, St John Street



View north along St John Street

C19 house of three bays with a single storey lean-to at its west end. The one- and two-storey outbuildings attached to the north are a very good group visible from the street and identified as a smithy on all the Ordnance Survey maps since 1889.

6.17.8 Nos. 10-14 roughly opposite step forward slightly although the road begins to widen towards the market. This rendered C19 range was seemingly at one time a pub or shop and has a carriage arch through to the rear. Beyond is a good range of commercial buildings, the southernmost with a carriage arch, large first floor Yorkshire Slider windows and loading doors. This has now been converted to residential use without loss of character. The attached range is gable-end onto the street with arched-headed windows whilst No.20 has a more domestic feel with paired sashes and a door canopy. To the north, Nos. 22-4 is a pair of semi-detached Victorian villas with good brick detailing. These buildings and No. 20 are very important in helping to enclose the east side of the Market Place.

6.17.9 Looking north, the terrace Nos. 7-13 Market Place separates the market from St John Street. The south gable end with its unusual side entrance to No.7 punctuates the view north and marks the point where the character of St John Street changes. Northwards from here, the street becomes narrower and adopts the feel of a back street. This is partly because the rear of Nos. 7-13 Market Place become very visible (though the rear elevations are all neat and the outshuts built to quite a consistent design) but also because of the open land and lack of enclosure north of No. 24 St John Street, and also because single storey outbuildings and storage and commercial buildings become easily visible from the street.

6.17.10 The building line and form are varied on the east side of the road with former commercial buildings at right angles to the street, an extended 1930s house and a pair of Victorian semis with a pyramidal roof and shared central stack. Beyond is the Wesleyan Methodist Church which is an attractive Gothic chapel gable end on to the street and of brick with limestone dressings. Its impact is however reduced by the presence of the former hall to the south which steps forward and interrupts the view northwards. To the north of the church is a modern residential development in the grounds of the former church school.

6.17.11 The west side of the road is defined by a wall, a hedge and single storey outbuildings together with commercial and storage buildings, several of which are rather dilapidated. A glimpse view of



No. 14 Barkham Street from St John Street



Mount Pleasant

the market can be gained between Nos. 13 & 14 but more imposing is the view of the rear of the south Barkham Street terrace. The contrast between its regular but rather austere grandeur and the haphazard commercial buildings in the foreground is a key characteristic of both St John Street and the High Street. The High Street itself can also be glimpsed across the central gardens and parking areas.

6.17.12 Moving northwards up St John Street towards Barkham Street, the street becomes more attractive. The Barkham Street properties are tall, imposing and well detailed and the view west down Barkham Street is unique though poorly enclosed by No.50 High Street. Although Nos. 40-54 on the opposite side of the street are not of such architectural quality, they do give a strong edge to the street and the vista to the north is very neatly enclosed by Nos. 29-31, a pair of late C18 cottages which combine to give a long 7-bay front. The trees in the cemetery provide a good canopy above the pantiled cottage roofs, further adding to the townscape of the street.

6.17.13 At its west end, St John Street bends to the east to meet Skegness Road and Mount Pleasant. Another listed C18 cottage marks this corner which forms a group with Nos. 29-31 and neatly encloses the gardens. Looking back west at this point, the end of No. 14 Barkham Street has scale and formality to block the vista and give an interesting contrast with the vernacular buildings to the north.

6.18 Mount Pleasant

6.18.1 Mount Pleasant appears to have originally been the name of the row of properties (which was longer in the C19) which today faces The Walk, the narrow path to the north of the Royal Oak PH. Mount Pleasant is today the name used for the road running north from Skegness Road to Croft Lane. The oldest properties are at the south end and date from the late C18 and early C19. In contrast No.5 and Nos. 1-4 Northolme are all late C20.

6.18.2 South of No.1, the gable end of No.31 St John Street can be seen whilst between Nos. 4 & 5, the original Mount Pleasant properties (facing The Walk) can be seen beyond modern garages. These comprise a terrace of three early C19 houses and a taller, 3-bay detached house of similar age. Although all the properties have seen alterations (especially to windows) they form an attractive group. These properties are set back from the narrow lane behind quite generous front gardens with hedges to the path. The south side of The Walk is formed by single storey outbuildings, a red brick



Rumbold Lane



Barkham Street

house under construction in mid-2007 and the long thin No. 11 (to the rear of No.4), which has a blank wall to the path at ground floor level and a hipped pantiled roof. The strong definition by generally blank brick walls makes the path seem narrow and slightly forbidding where it is not overlooked.

6.18.3 The east side of Mount Pleasant looks over the generally open land surrounding Northolme Hall. This is very attractive with a hedge line and some perimeter tree planting. This contrast of open land and quite strong built frontage means that Mount Pleasant is an important 'edge' of the built-up part of the town.

6.19 Rumbold Lane

6.19.1 Only a short stretch of Rumbold Lane from the junction with St John Street is within the conservation area. This part of the road is quite tightly defined by buildings whereas outside the conservation area the form becomes much more fragmented.

6.19.2 On the north side, Nos. 1-6 are a row of small terraced houses running from the flank of No. 10 St John Street, which is rendered and was presumably formerly a public house or shop. At the end of this row is the former Primitive Methodist Chapel which has been converted to residential use and has rendered walls and a concrete tiled roof. To its east, and within the conservation area, is a charming two storey outbuilding with sash and Yorkshire Slider windows. This stands in the grounds of a late C19 house with Edwardian bays which, together with the row of cottages to the east, is outside the area though could be included.

6.19.3 Although the boundary includes the timber, single storey OAP hall opposite, it is the former police station which is the principal building along Rumbold Lane. This was built in 1866 and is in Gothic style and of red brick with blue brick dressings. It has a strong silhouette due to its tall chimneys and gables and has good flanking gatepiers to the west. The rear wing of No. 2 St John Street defines the south-east corner of the lane whilst the vista west is attractively enclosed by the Jolly Sailors PH.

6.20 Barkham Street

6.20.1 Barkham Street is the most unusual and arguably out-of-place street in Wainfleet having been built in 1847 for the Bethlem Hospital by their architect Sidney Smirke and is, therefore, virtually



Rear of Barkham Street from High Street



Carr Lane

identical to streets which he designed in London. The street contains two continuous terraces, each of ten properties facing each other. Each house is of red brick with stone copings but stucco dressings for the door and window surrounds, first floor sill band and second floor pseudo-cornice. The houses are of three storeys plus basement and have steps to the front door with moulded rectangular bays to the side. Iron area railings protect the basement light wells.

6.20.2 The north terrace continues around the corner into St John Street to the east whilst the south terrace runs around into the High Street. The latter has a shopfront and is connected to the rest of the terrace by a single storey link building. At the north-east end is a two-storey 4-bay flank of the village hall. This is in similar fashion to the Smirke buildings with moulded door and window surrounds though it lacks the proportions and richness of detail.

6.20.3 The street runs east-west with the original reinstated gate and modern planters at its west end to prevent through traffic. On-street parking is, however, allowed with access from St John Street. The paving is modern York stone with blue brick drainage channels; these together with the reinstated gate and railings were funded by a CAPS grant.

6.21 Carr Lane

6.21.1 This narrow path runs east-west from between Nos. 1 & 3 St John St and Nos. 16 & 17 High Street. The path is tightly defined on its south side by the flank walls of properties (that to the rear of No.17 High Street having an industrial feel) or quite tall garden walls with overhanging shrubs. On the north side No.6, a red and gault brick C19 house, is accessed from the lane and addresses it more directly with an open garden enclosed by a low wall. The rendered No.5 adjacent also stands right on the path edge, though Nos. 1-4, a row of small brick cottages, are set back behind small front gardens. An archway in the centre of the terrace gives access to small rear yards. Looking east from the passageway, the south (bell) turret of the Magdalen College School partly closes the vista.

6.22 The Walk

6.22.1 This is another east-west running narrow path linking the two main streets of Wainfleet. It is accessed between No. 72 High Street and the Royal PH and emerges between Nos. 4 and 5 Mount



The Walk



No. 2 The Walk

Pleasant. Although it is well-enclosed, it is more open than Carr Lane as the buildings on the north side of the lane are set back behind relatively deep gardens, although these are bordered by hedges which maintain the tight definition of the path. Of these buildings, No.2 is the most interesting and least altered with 6/6 sashes surviving at first floor. The south side of the lane is tightly defined by boundary walls at the east and west ends; the central section is currently under development with infill housing. Views into The Walk are good, framed by the various boundaries and structures that line it; views west along The Walk are towards the parkland surrounding Northolme Hall.



Market Place



Green Hill from Skegness Road

7.0 Key Characteristics

7.1 Spaces and Trees

7.1.1. There are 3 main spaces within Wainfleet – two are green spaces and one is an urban space. The market place is the key hard space which acts as the pivot point between the two large green spaces that form either end of the conservation area.

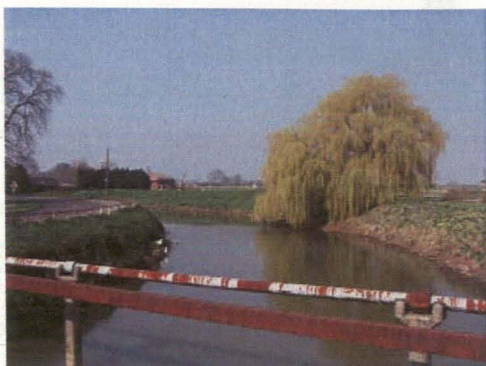
7.1.2. The market place is enclosed by near continuous building frontages and is completely hard landscaped; much of it used for car parking. The market cross sits roughly in the centre of the space whilst the clock tower faces the High Street on the west side. The area was replanned in 2000 when a tear-shaped bus shelter was erected on the south side and two trees planted and new railings provided. The paving and detailing is simple and unobtrusive.

7.1.3. The large expanse of green open space around Northolme Hall and the cemetery at the north end of the conservation area have good groups of trees some of which form attractive avenues. Within this space, Green Hill is a local landmark. The parkland around Wainfleet Hall is more heavily treed and has a more secluded character because it is the private grounds of the Hall.

7.1.4. The River which stretches out into fields either side of the town, provides an attractive setting for the scattering of buildings along its banks, and allows fine views of Bateman's Brewery. The small landscaped area around Magdalen College is the only other significant public space in Wainfleet and provides an appropriate setting for Wainfleet's finest building.

7.1.5. Groups of trees and some strong hedgelines are very important to the character of the streets on the edge of the Conservation Area where there are strong avenues and belts of trees lining the roads and within the two areas of parkland and around the cemetery. Within the more built-up part of the town, trees are generally conspicuous by their absence with the exception of the group around Magdalen School and to the rear of the Red Lion Hotel.

7.1.6. The views over the garden and parking areas either side of Barkham Street are a distinctive feature of this part of the town providing an interesting juxtaposition of formality and informality visible



View west from Salem Bridge



View east along Carr Lane

from the main streets in the town. This contrast is heightened by the presence of outbuildings and small scale storage and former agricultural / industrial uses close to the principal public and commercial buildings in the town.

7.2 Views

7.2.1. The open nature of the parkland surrounding Northolme Hall allows long views across it back into the town. The strong line of the Barkham Street chimneys forms the focus of many of the townward views, whilst Green Hill catches the eye in views out of town to the north and west.

7.2.2. Salem Bridge provides a stopping point from where to appreciate views along the river, while views from the southern riverbank across the small open fields, allow views of Bateman's Brewery, in particular the mill tower. The clock tower in town is the focus of views along the High Street.

7.2.3. Within the built up part of the town, the linear nature of the main streets means that long views are possible particularly along the High Street with the Barkham Street properties and clock tower especially prominent. Many of the east-west routes are formed by narrow alleys but these provide some interesting sneak views – particularly the view of Magdalen College from Carr Lane.

7.2.4. Several buildings are key landmarks and are therefore features of numerous views. These include the Clock Tower, Magdalen College School and the Barkham Street properties in the built up part of the town, Green Hill and Croft Mill from the Northolme area, and Bateman's Brewery and the clock turret on All Saints Church from the south. The prospect across the Haven River to Bridge House is exceptionally attractive and one of the 'picture-postcard' images of the town.

7.3 Uses

7.3.1. As befits a small town, the central area contains a variety of retail and commercial buildings, public buildings, public houses, restaurants and similar uses. There are a large number of residential buildings even at the heart of the town, however, and these sit cheek by jowl with former small industrial and storage uses many of which indicate the former importance of the town to its agricultural hinterland.



Nos. 1-7 High Street



Nos. 2-8 Spilsby Road

7.3.2. Brewing remains an obvious local trade with the historic Bateman's Brewery dominating the south end of the town. Other former brewery buildings survive behind the High Street, with a former maltings off the south end of the High Street. Beside the railway line is a group of modern warehouse buildings which are the premises of probably the largest employer in Wainfleet after Bateman's Brewery, Mark Eldin Joinery.

7.3.3. Although Magdalen College was built as a school, it is now a library and museum, though Wainfleet Hall to the south of the town, although formerly a large house is now a school.

7.3.4. Little evidence of the former maritime importance of the town remains – with the possible exception of the Jolly Sailors pub name and Salters Gate which runs east from the south of the town towards the coast.

7.3.5. A number of buildings are underused or vacant within the town. Some of these, including the former Barclays Bank, are in prominent positions on the High Street.

7.4 Building Types

7.4.1. No one building type dominates the town though quite small terraced cottages are probably the most common building type in terms of pure numbers. These mainly date from the late C18/early C19 to the early C20 and are of 2 storeys, although the detailing (and sometimes the materials) varies depending on their age.

7.4.2. Northolme Hall, Wainfleet Hall and The Grange are large 2 storey C19 houses set within substantial grounds. Salem House is of a similar scale though its grounds were developed as Bateman's Brewery. Some other quite large houses mostly of the C18 and C19 survive on the High Street and on the south side of the market place whilst the 'London terraces' of Barkham Street contrast with the surrounding development by virtue of their scale and formality

7.4.3. Some properties along the High Street and around the market place pop up to 3 storeys; these are essentially grander versions of the modest 2 storey cottages found throughout the town. Several of these properties incorporate shopfronts even though some are now in purely residential use.



Pinfold, Vicarage Lane



View south along High Street

7.4.4. A number of public buildings survive in their original uses. These include the Anglican and Methodist Churches, the parish and OAPs hall; the latter is a simple timber structure. The former police station on Rumbold Lane is now residential though the railway signal box remains in its original use.

7.4.5. Several purpose-built commercial properties, mostly dating from the C19 also survive though some have been converted to new uses. Bateman's brewery was itself converted from a windmill and associated agricultural structures though a derelict purpose-built brewing complex survives behind the Red Lion Hotel.

7.4.6. Single storey storage buildings are quite prominent despite the proximity to the heart of the town. The early Ordnance Survey maps reveal some of the former industrial uses with buildings such as smithies and foundries marked. Other buildings were clearly used to house animals usually in small single storey buildings, the most notable being the pinfold.

7.4.7. Although the majority of the later C20 residential developments are outside of the Conservation Area, there are some relatively modern groups of houses and bungalows off Northolme and St John Street. The 1960s developments tend to be 'of their age' whilst more recent developments have attempted to respect the form and materials of traditional buildings in the area.

7.5 Scale

7.5.1. Wainfleet is not a town characterised by large buildings. Even the church is low with only its fanciful bell turret rising above the canopy of trees. This lack of scale means that the Bateman's brewery old windmill, the clock tower, Magdalen College and particularly Barkham Street with its houses of three storey plus basements stand out.

7.5.2. Most properties are of two storeys, with the occasional High Street property rising to three. More numerous however are single storey buildings particularly along St John Street but in places also visible from the High Street.



Carriage arch, No.48 High Street



Beech House, High Street

7.5.3. The majority of the older cottages are of two or three bays, though often the terraced forms produce longer frontages. Only the grandest houses individually exceed three bays – the long frontage of Salem House being the most obvious example.

7.6 Building Details

7.6.1. The vast majority of the earlier vernacular buildings in the town are relatively simple and unostentatious with brickwork detailing restricted to simple window head details and occasionally tumbled brickwork on the gables. The majority of the terraces have arched snickets through to the rear with some properties having larger carriage arches.

7.6.2. The vast majority of houses have multi-paned sash windows and simple panelled doors (some have now been replaced). The larger houses have simple doorcases, becoming grand on properties such as Salem House with its proper Doric porch. Some industrial buildings and earlier cottages have casement or Yorkshire horizontal sliding sash windows particularly at first floor level. Numerous properties on the High Street include shopfronts and several good C19 forms survive.

7.6.3. By the C19, greater decoration is apparent with the use of contrasting brick bands, window heads, dentil eaves courses and more sculptural chimneys. Whilst windows are still generally sashes, they are often wholly or partly plate glass (without glazing bars). Some of the later C19 houses also include fashionable detailing including bay and bow windows, timber bargeboards and (on early C20 examples) some use of render for gable faces.

7.6.4. The vast majority of properties are sat on the back edge of the footpath and therefore there is no scope for front railings. On grander houses, including Barkham Street, iron area railings have been reinstated as part of the 1994 CAP Scheme or have survived, e.g. at Salem House where, in addition, a first floor verandah runs the length of the building. A fine timber fence in the Chinese style survives outside Bridge House.



Police House, Rumbold Lane



Market Cross

7.7 Building Materials

7.7.1. The local red brick is overwhelmingly the predominant wall material for buildings within the conservation area, although some are colourwashed (notably along Station Road) and a number have subsequently been rendered. Even the more recent buildings are built of red brick, albeit modern wirecut versions. There are very few examples of gault brick with only a few properties on the High Street and the higher status Northholme Hall and Salem House in this material and sparing use as detailing to otherwise red brick houses. Blue bricks are also used in to the same end, especially on the former Police House. Red clay pantiles were the traditional roofing material until the arrival of the railway when natural slate became widely available. The conservation area is therefore a mixture of red clay pantiles and natural slate, which have in some cases been replaced with artificial versions. Roof forms are mostly simple gabled or hipped forms with simple eaves detailing.

7.7.2. Notable exceptions to the above materials are Bridge House which is the sole thatched building within the town, whilst the market cross, cemetery gateway and All Saints' Church are of limestone ashlar. Magdalen College, although of red brick (with diaper patterns in vitrified brick), has a lead roof.

7.8 Public Realm

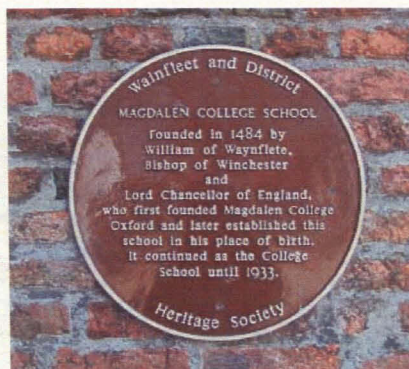
7.8.1. Very few examples of historic surfacing materials or street furniture appear to survive in the town though some enhancement projects are worthy of mention.

7.8.2. The Market Square has been resurfaced using exposed aggregate in the final surface for the heavily trafficked areas with smooth red and blue paviers to highlight the surfaces around principal features. Black painted tubular steel bollards control vehicles with two trees at the east and west ends of the space. The effect is unostentatious and does not visually compete with the buildings and features within the space.

7.8.3. Some original York stone slabs along Barkham Street survived, but many were damaged or badly patched up, and the street was re-paved with York stone slabs for the footway and a simple shingle finish to the carriageway. Vehicles are prevented from entering the west end of the street by a chunky timber barrier / gate with a tiered timber planter in front of it.



Streetlight, Silver Street



Magdalen College plaque, St John Street

7.8.4. The frontage of the Magdalen College School includes stone setts and flags with a number of planter beds and new trees to complement the impressive mature trees on the edge of St John Street. Vehicles are prevented from over-running by simple timber bollards and the lights are modern lantern styles. Nearby, on Silver Street, Carr Lane and St John Street are Victorian style lanterns which were part of the CAP Scheme.

7.8.5. Other features worthy of note are the brown metal plaques attached to several historic buildings by the Wainfleet and District Heritage Society. These help people understand the history of the town and are simply and appropriately detailed.

7.9 Morphology

7.9.1. Wainfleet has developed in a linear form with a principal street (Station Road/ High Street/ Spilsby Road) paralleled with a 'back lane' (St John Street) and punctuated by a number of short connecting east-west streets and lanes. The east-west divisions of this linear form are continued by the east-west lines of the Haven River and the railway.



No. 11 Spilsby Road



Nos. 7-11 Rumbold Lane

8.0 Proposed Boundary Changes

Additions

8.1 It is proposed to include No. 11 Spilsby Road within the conservation area boundary. This early C20 red brick and slate roofed property is of modest interest in its own right, but it forms the backdrop to the Cemetery archway which focuses views upon it. It is, therefore, important that it is within the boundary as it affects a prominent element of the conservation area.

8.2 It is also proposed to include Nos. 7-11 Rumbold Lane within the conservation area boundary. This group of buildings retain their original details and are of sufficient quality to be brought within the conservation area. They are important to the setting of the adjacent former chapel and are of similar age, detailing and quality to other buildings already within the conservation area boundary.

Removals

8.3 It is not proposed to de-designate any part of the conservation area.



Rear of The Angel PH, High Street



Nos. 20&21 High Street

9.0 Summary of issues

9.1 Effects of Economic Decline

Within the conservation area, property values are low and economic activity is marginal which is resulting in a steady deterioration and loss of built fabric. Effective action is required.

The conservation area has already been the focus of regeneration in the form of the 1991 CAP Scheme. However, conservation-led change still has a vital role to play in the social and economic regeneration of Wainfleet.

An area action plan, focused on regeneration, should be developed, paying particular attention to the character and appearance of the conservation area. A thorough and expert analysis of the prevailing problems (e.g. derelict buildings and vacant premises) with realistic economic and valuation advice should form an integral part of any strategy.

9.2 Article 4(2) Directions

The Article 4(2) Direction was adopted as part of the exit strategy of the CAPS to protect the investment that had been put into the town during the lifetime of the Scheme. Wainfleet's low economic base means that the Article 4(2) Direction is important in preventing further erosion of the area's special interest and it has been very successful in retaining original details where they existed when the Order came into force.'

Unfortunately, the low level of investment in the town combined with the recent loss of the District Council's conservation area grants has put the cost of appropriate repairs out of reach for many residents and businesses. As a result, the reinstatement of traditional features and materials has declined markedly in recent years.

Greater encouragement to replace inappropriate alterations with traditional materials and designs should be given to property owners through the imposition of planning conditions and offers of grant aid where available. Clear guidance and information on the use of different materials should be provided examining the pros and cons of uPVC in particular. From an economic point of view, however, the advice of estate



Haven Side



Notice board outside Magdalen College, St John Street

agents and property specialists is that a sympathetically restored period house can command 5-15% above the market price.

9.3 Derelict buildings and vacant premises

There are some key groups of small-scale industrial buildings within the town that are semi-derelict and some vacant commercial (and residential) premises along the High Street which detract from the character of the town. Their appropriate refurbishment and re-use would help to preserve a key characteristic of Wainfleet All Saints.

9.4 Underused market place

The market place should be the heart of the town; however, it feels rather empty as the space is currently used as a car park which does not provide a sympathetic foil to the attractive terraces that enclose the space. Although the enhancement scheme undertaken in 2000, has improved the appearance of the market place, the reinstatement of a market activity or other appropriate activities into the space would breathe some life back into this key space.

9.5 Shopfront improvements

A number of shopfronts of poor quality or inappropriate modern replacements are interspersed amongst some good traditional shopfronts predominantly along the High Street. The poor quality shopfronts detract from the main approach of the Conservation Area and from the traditional buildings and streetscape that they are seen within. The appropriate repair of traditional shopfronts or replacement of unsympathetic shopfronts should be encouraged.

9.6 Redevelopment of warehouse site

The warehouse site on Church Lane currently detracts from the conservation area because the negative buildings are clearly visible in views across from the riverside and is detrimental to the setting of the Grade II Listed Church. Their redevelopment with more appropriate premises for the businesses contained within them should be encouraged in order to safeguard the important role they play in Wainfleet's economy whilst enhancing this part of the conservation area.

9.7 Town Trail

Wainfleet has a rich architectural legacy with a number of interesting buildings which are often overlooked by visitors to the town who rarely venture further than Bateman's Brewery which is the focus of tourism for the town. A Town Trail was drafted as part of the 1994 CAP Scheme, but appears to have been rather forgotten. It should be reinstated and advertised to encourage visitors to venture into the town to see its other sights, e.g. Magdalen College, Barkham Street, All Saints' Church, etc. This in turn could encourage the use of currently vacant retail units as cafés and restaurants to serve potential visitors.

RECOMMENDED MANAGEMENT PROPOSALS

10.0 Introduction

10.1 The following guidance aims to provide the basis of a mid- to long-term management strategy for the Wainfleet Conservation Area. It should be read in conjunction with the East Lindsey District Council Local Plan Alteration 1999, and the Local Development Framework which will replace it in the next couple of years. In addition to the appropriate planning policies other statutory requirements such as the Building Regulations and Fire Precautions Act should be carefully considered as they may also have implications on the external appearance of buildings and areas.



Good example of traditional shopfront (centre) with elements of another good traditional shopfront surviving on left.



Successfully retained traditional shopfront in residential conversion

11.0 Policy guidance

11.1 Shopfronts and signage

Where traditional shopfronts and signage, or elements of them, survive, they should be retained and used as the basis for the restoration of the original frontage or incorporated into an appropriate new shopfront design. Removal of original features will only be permitted if they are beyond repair or are incapable of being successfully incorporated into a new shopfront.

The replacement of inappropriate shopfronts (and signage) will be encouraged provided that the replacement respects the character of the building, adjacent buildings if part of a group or terrace, or the area as a whole. Signage should also respect the character of the building and area as a whole. Signs should always be designed for individual buildings; 'off the peg' designs are not appropriate.

Where change of use is sought for the conversion of a shop back to residential use and elements of an original or appropriate shopfront survive, these will be retained in any conversion unless they are completely beyond repair. Historic signs or name boards should also be retained where possible.

11.2 New buildings and alterations to existing buildings

When considering the design of new buildings or extensions to existing ones, the Council will take into account the impact of the proposal on the setting of Listed Buildings and the character and appearance of the conservation area. Section 7 of this document sets out some of the key characteristics which need to be considered if a design is to fit comfortably with its neighbours. Any application to extend a building or build a new one must be accompanied by a Design and Access Statement which explains how the proposal conforms to the key characteristics identified in the appraisal, or if it does not conform, why this particular approach is felt to be appropriate.



New housing, Brewster Lane

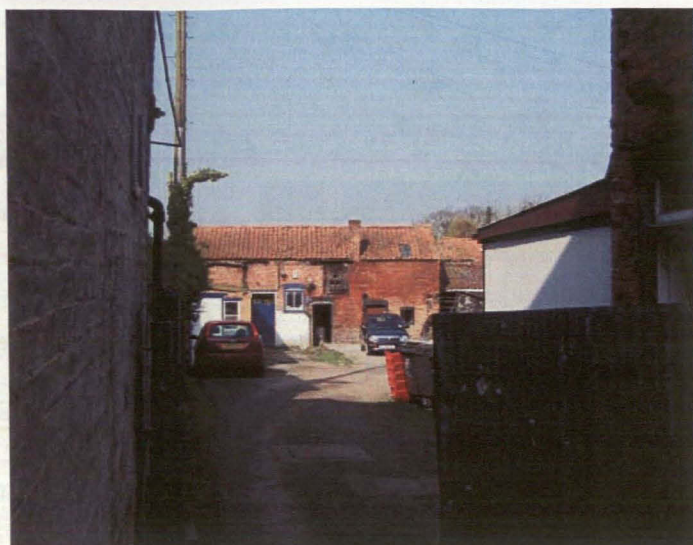
11.3 Demolition

In line with national planning policy, there will be a general presumption against the demolition of Listed Buildings (including their outbuildings) and buildings of townscape value which are identified in the Conservation Area Appraisal.

The demolition of other buildings in the area will be only approved if:

- The building(s) is/are identified as making either a negative or insignificant* contribution to the character or appearance of the area.
- Any replacement building or feature will preserve or enhance the character and appearance of the Conservation Area. Any application for a replacement building must be accompanied by a design and access statement which describes how the new building respects the 'Key Characteristics' of the area as defined in the Conservation Area Appraisal.
- To avoid unsightly gaps in the Conservation Area, a condition will be imposed on any grant of Conservation Area Consent which prevents the demolition taking place until a contract has been let for the redevelopment of the site.

* Paragraph 4.26 of PPG 15 states that: 'In the case of conservation area controls [over demolition] account should clearly be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular of the wider effects of demolition on the building's surroundings and on the conservation area as a whole.'



Rear of No.29 High Street

12.0 Enforcement

12.1 Enforcement has a key role to play in the protection of Wainfleet Conservation Area, in particular with regard to the Article 4(2) Directions. Enforcement is often reactive, only resulting in investigation once a formal complaint is made. For the Wainfleet Conservation Area, a more proactive approach should be considered, including monitoring development activity and ensuring compliance with the terms of planning permissions. A positive and active approach to enforcement will help to reduce the number of contraventions and secure sustained improvements in environmental quality.

12.2 Consideration should be given to taking forward an Enforcement Strategy based upon the principles of good enforcement set out within the Cabinet Office's Enforcement Concordat. Such a strategy should consider the potential use of urgent works and repairs notices, details of which are set out below.

Urgent Works and Repairs Notices

12.3 Where emergency or immediate repairs to arrest the deterioration of a building are needed, East Lindsey District Council can serve urgent works notices on the unoccupied parts of both listed and unlisted buildings in conservation areas (although in the case of the latter, only with the agreement of the Secretary of State for Culture, Media and Sport, advised by English Heritage). Repairs Notices requiring works that are reasonably necessary for the proper preservation of an occupied building to be undertaken, can only be served by the local authority on statutorily listed buildings.

12.4 Urgent works and Repairs Notices can be very effective in helping to secure the future of listed buildings and unlisted buildings that contribute positively to the special interest of a conservation area. Further details of these notices are available from English Heritage's guide 'Stopping the Rot'.

12.5 If the condition of any land or building in the conservation area is adversely affecting the amenity of the area, the local authority can serve a Section 215 notice on the owner or occupier, requiring the person responsible to clean up the site or building. Further details can be found in the Office of the Deputy Prime Minister's 'Best Practice Guidance' on the use of Section 215 notices.



13.0 The Role of Property Owners

13.1 Conservation area designation restricts the permitted development rights of property owners within the boundary. Planning permission is therefore required for certain types of development including the addition of dormer windows to roof slopes, various types of cladding and the erection of satellite dishes fronting a highway; the size of permitted extensions is also reduced. In addition, Article 4(2) directions have been applied to many properties in Wainfleet; these withdraw permitted development rights for a prescribed range of development which materially affects aspects of the external appearance of dwelling houses in conservation areas.

13.2 By restricting permitted development rights, East Lindsey District Council is seeking to preserve those features which are important to the character and appearance of Wainfleet Conservation Area. However, property owners also have a responsibility to preserve and enhance the character and appearance of the conservation area.

13.3 East Lindsey District Council will work with property owners to encourage them to undertake regular and appropriate maintenance. Property owners should also take the opportunity to consult the local authority over proposed alterations to their properties to ensure that they do not, however unintentionally, harm the character or appearance of the conservation area.

13.4 Without careful consideration, many seemingly minor and insignificant alterations, particularly those undertaken under permitted development rights, can result in the loss of architectural features which are important to the special interest of Wainfleet, e.g. traditional sash windows, panelled doors, fanlights, parapets, chimneystacks, and traditional roof coverings such as pantiles and natural slate.

14.0 Green Spaces and Trees

14.1 In order to preserve the character of the green spaces and trees that contribute much to the appearance of the conservation area, the District Council will encourage and work with owners towards the production of management plans for these spaces. All proposals for landscaping schemes and other works in these important spaces must be based upon these management plans and should seek to maximise the benefit to biodiversity and the local communities where applicable. The use of Tree Preservation Orders should also be considered.

15.0 Resources and Monitoring

15.1 Resources, both financial and time/staff, are often limited, and must therefore be directed/targeted in the most efficient manner to ensure that maximum benefit is gained. Spending priorities and budgets are under constant review and these will obviously influence the level of success achieved.

15.2 The Conservation Area Appraisal will be reviewed every 5 years and updated as necessary. In order to be effective, the Management Proposals will also need regular reviews at intervals to be decided.

16.0 References

- A Topographical and Historical Account of Wainfleet and the Wapentake of Candleshoe [Edmund Oldfield, 1829]
- Georgian Group Town Report: Wainfleet, Lincolnshire [The Georgian Group, 1994]
- The Market Towns Initiative: Wainfleet Action Plan [East Lindsey District Council, September 2005]
- The Stranded Town: Wainfleet Down the Ages [J.E. Swaby, 1994]
- Wainfleet Conservation Area [Lindsey County Council, April 1972]
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