



LINCOLNSHIRE EXTENSIVE URBAN SURVEY
Brigg - 2020



The Project

The primary objective of the Extensive Urban Survey is to create a record of the development and historic character of Lincolnshire's towns. It is anticipated that the survey will be of use and interest within the planning system and to the public, particularly those living within or visiting the towns. It should be noted that although every effort has been made to be thorough, the reports are not completely comprehensive and should not be expected to cover all that is known about a town.

The project consists of a written report, detailing the archaeological and historical background and development of the town. The character of the town will also be discussed within the report within specific Historical Urban Character Area (HUCA) assessments, which indicate the heritage value of each area based upon the four interests identified within Historic England's 2008 Conservation Principles: Evidential, Historical, Aesthetic and Communal, these are also compared to values seen in the NPPF.

The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey, as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The North Lincolnshire Historic Environment Record (NLHER) maintains an up to date record of all heritage assets known within the unitary authority, and should be consulted as part of planning applications in this area (NPPF19, 189).

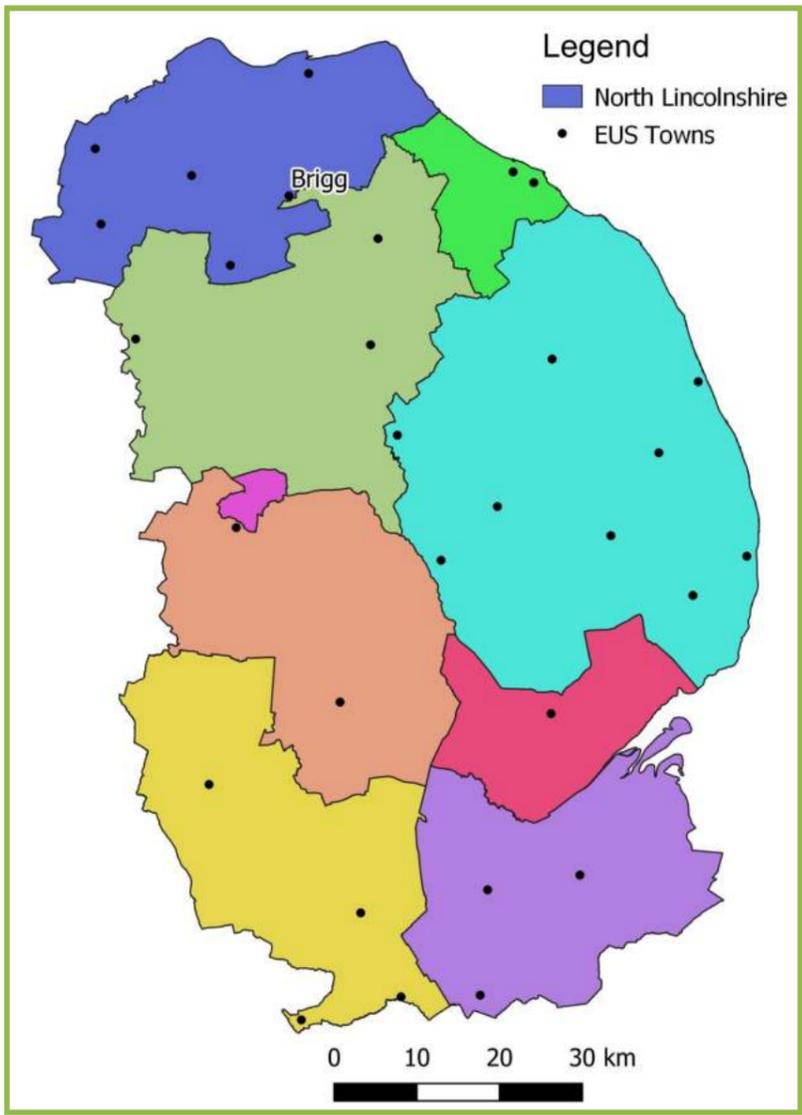
A Historic Town Survey for Brigg was started in the 1980s, although it was never fully completed, the substantial amount of data captured has provided much insight into the history of the town.

Location

The Ancholme region is thought to have been a shallow creek/lake which fed into the Humber Estuary. The geology, recorded by the British Geological Society, comprises Oxford Clay Mudstone overlain by a superficial layer of sand and gravel. Brigg is located on the east bank of the Old Ancholme, which until relatively recently was a flood plain. It is situated on a slight rise at a narrowing of the flood plain where the land begins to rise to the Wolds in the east, in the west the land rises to the limestone ridge. The environment provided favourable conditions for very early settlement.

Brigg is within Natural England's Character area 44— The Central Lincolnshire Vale, which is characterised by *low-lying gently undulating arable with seasonally waterlogged land, crossed by numerous water courses which flow towards the heavily altered rivers. The landscape is largely man-made, altered particularly through drainage, agriculture, and forestry. The landscape is rich in medieval sites with remnant ridge and furrow. The dominant building material is brick and pantile, reflecting the availability of local clay.* In the Lincolnshire Historic Landscape Character Zones, Brigg is part of the Ancholme Carrs within the Clay Vale Character Area. This describes the landscape evolution as being carr woodland resulting from flooding of the Ancholme River, which in the post-medieval period was drained and enclosed, often simultaneously. The 20th century has seen the consolidation of many of these former enclosures, however their rectilinear pattern is still discernible.

The survey boundary of Brigg is based upon the parish boundary.



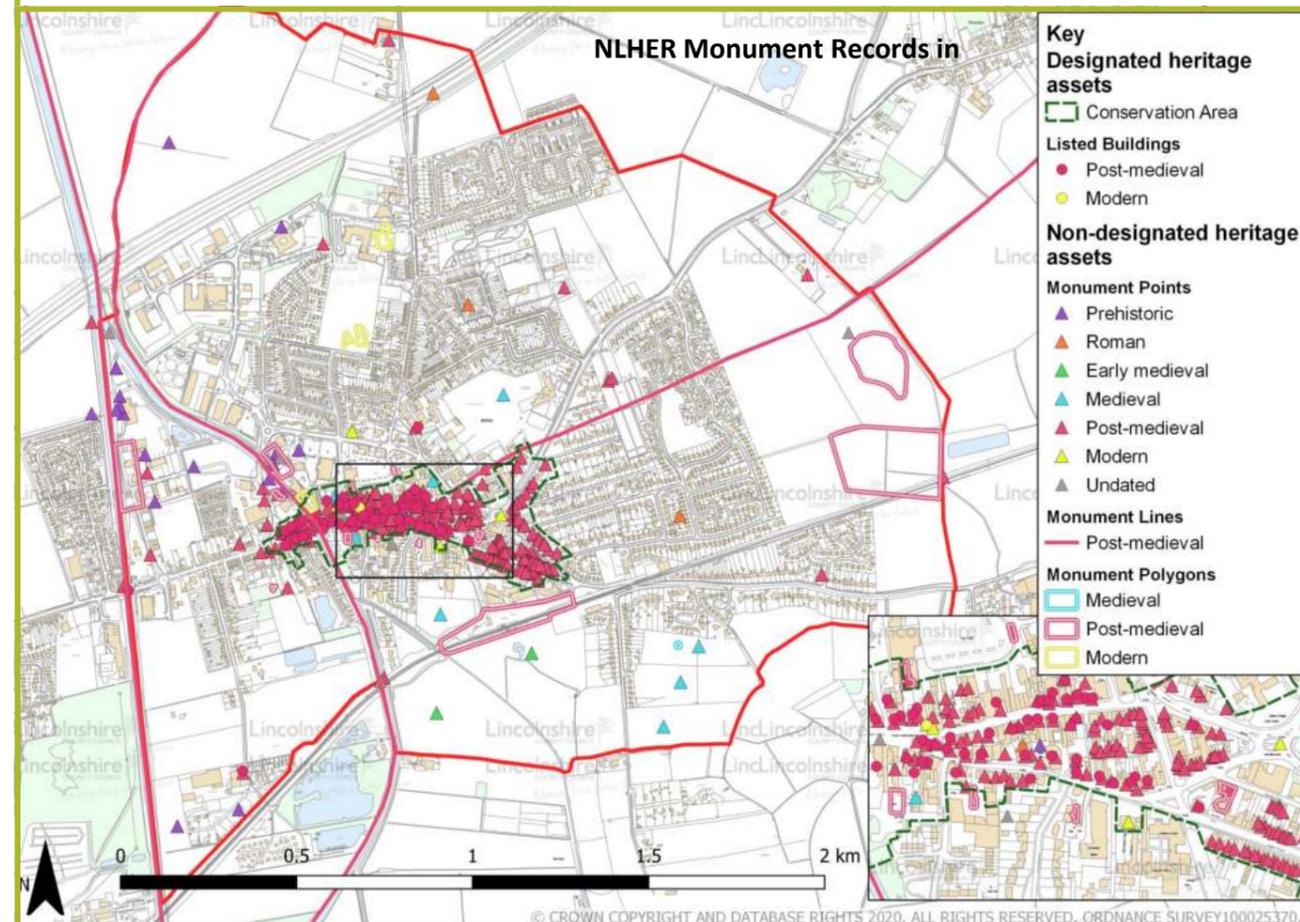
Summary

Brigg is located on the eastern slope of the Old River Ancholme. Its favourable position has provided an impetus for activity since the prehistoric period. Brigg was founded in the late 12th/early 13th century, when it was formalised into a market town and was granted a market charter in 1203. This town format has been well preserved and is recognisable today. The town centre is enclosed by Wrawby Street and Bigby Street which make up the main thoroughfares of the town, the roads diverge and reconnect at the east and west extents of the town. The buildings on these streets focus towards the centre.

Unlike many Lincolnshire towns, Brigg has no remaining buildings from the medieval period, however, many of the property boundaries from this period have been preserved within the modern town particularly on Wrawby Street. Much redevelopment of the centre took place in the 17th-20th centuries, and the town character reflects Georgian and Victorian architectural styles. Brick dominates the material palette throughout Brigg, timber windows and pantile roofs are frequent in the centre, reflecting the accessibility of local building materials. The church of St John dates to the 19th century, and is a rare example of a stone building in the town centre. The 19th century also saw the expansion into green-fields of the town with many new streets established to the west, south, and east of the centre, these areas are more spacious and do not reflect the tightly packed ad-hoc market centre. Changing the centre to a pedestrian area has made a positive impact on the sense of place within the town which is no longer dominated by traffic.

The River Ancholme creates a natural barrier to development on the west side of the town. It also creates unique opportunities, providing the impetus for industry in the town, which has been located next to the river for many centuries. The improvements to the river have brought increased prosperity to the town through improved trade links. The construction of the New River Ancholme in the 17th century created Island Carr as a separate area between the old and new river courses. The development of this area has reflected that of Brigg, with industry located along the river, however, the island possesses a different sense of place to the town centre of Brigg. The 20th century has seen a rapid expansion of Brigg with the development of new residential areas, schools and commercial areas. The character of these new developments is not unique to Brigg, and rather reflects the national housing trend at the time of construction. The developments are interspersed with fairly frequent open green spaces which contribute to the character of the town.

Brigg in the 20th century is set into an agricultural landscape, much of which is still extant on the periphery of the town. The landscape demonstrates one which has been heavily managed with patterns which are preserved from the medieval, post-medieval, and modern periods. Frequent ditches demonstrate how long term drainage management has been key to the wider history of much of the landscape within the county.



1. HISTORICAL AND ARCHAEOLOGICAL

BACKGROUND

1.1 PREHISTORIC

Extensive prehistoric remains have been recorded throughout the survey area. Focussed to the west, the distribution of the remains follows the course of the Old River Ancholme (NLHER: MLS9482), and lie between it and the New River Ancholme, in an area now known as Island Carr. It should be noted that the name 'Island Carr' and 'Carr Island' are both used for the small island created by the Old and New River Ancholme. Island Carr is the more accepted name to the north of Bridge Street, with the area to the south also being known as Carr Island, to avoid confusion Island Carr will be used throughout the report. Former land surfaces (NLHER: MLS20507), recorded in a close proximity to a palaeochannel (NLHER: MLS20577), suggest a history of flood events throughout the prehistoric period. A timber causeway (NLHER: MLS1783) aligned east to west, recorded at the west of the survey boundary, is believed to have been constructed at a time when there was a rise in the water table which resulted in flooding across much of the surrounding area. Bronze and Iron Age pottery was recovered in debris surrounding the causeway along with disarticulated animal and human bone thus providing an approximate date. A site containing evidence from the Mesolithic to the Iron Age (NLHER: MLS1799) is recorded in the same area, with finds including a pick, stone axe, spear head, pottery, and domestic refuse suggesting occupation. Further remains of early occupation have been found on a site off Barnard Avenue, on the site of the Tesco petrol station: the site contained woodchips, which are thought to be the remains of wood cutting or possibly from boat making activities (NLHER: MLS21388). Wooden stakes and twisted rods suggest some form of fence or possibly a pen for animals was also extant at this time. Insect and environmental evidence indicates that cattle were kept locally and that the landscape comprised wetland pasture.

The well-preserved remains of two boats have been recorded in Brigg. The first, a Late Bronze Age dugout canoe (NLHER: MLS1789) was discovered in 1886 during the construction of a gasometer. The hollowed oak trunk was 14.8m long and 1.4m wide, and the vessel would have been used to navigate the estuarine inlets of the Humber. Its excavation also resulted in an unprecedented legal battle between the Brigg Gas Company and the landowner—Lord Elwes, the latter ultimately taking ownership of the vessel. The canoe was removed to the Hull Museum but was subsequently destroyed in 1943, by a fire caused by German incendiary bombs. The 'Brigg Raft' (NLHER: MLS1790), which, rather than being a raft, is actually thought to be the bottom of a boat, the sides of which do not survive, also dates to the Bronze Age. The 12 metre long raft was discovered in 1888, during clay extraction works and was reburied until it was re-excavated in 1973-1974. A boat cleat (a bar connected to the boat around which rope was secured) which is thought to be associated with the raft (NLHER: MLS6682), has also been recorded.

Scattered finds in this area further our understanding of Brigg throughout the prehistoric period, these include: debitage (the waste produced from flint knapping) (NLHER: MLS19433), a flint arrowhead (NLHER: MLS6690), a flint blade (NLHER: MLS1797), three stone axes (NLHER: MLS1794, MLS1796, MLS1784) and an iron knife (NLHER: MLS15538). These finds range in date from the Mesolithic, Neolithic and Bronze Age to the Iron Age suggesting that the landscape was exploited for a prolonged period of time. The axes indicate that forest clearance was taking place in the area, furthermore all three axes were made from Langdale stone, which derives from the Lake District.

It is likely that there are hitherto undiscovered finds from this period within Brigg, particularly around the Old and New River Ancholme. The combination of local geology and environmental conditions have preserved organic remains which elsewhere often would not survive. The remains that are recorded within the survey boundary are of national significance, furthering our understanding of boat technology and how occupants interacted with, and exploited the environment.

1.2 ROMAN

The Roman period is not well represented and no evidence of settlement has been recorded within the survey boundary. Roman coins (NLHER: MLS1785, MLS1786, MLS1787) dating from the 2nd-4th centuries as well as a spindle whorl (weight used for spinning wool) and pottery (NLHER: MLS25929) suggest local activity, however scattered finds, are not enough to confirm settlement locally. Romano-British occupation is recorded in the wider Ancholme Valley at Scawby 2.5km to the south-west, Bigby 4km to the east, and Worlaby 5km to the north-east. Ermine Street, a Roman road (now the A15) is located 3km to the west of Brigg. It is therefore possible, that hitherto unknown Roman remains are extant in the vicinity despite the lack of concrete evidence of settlement remains.

1.3 EARLY MEDIEVAL AND ANGLO-SAXON

1.3.1 PLACE-NAME EVIDENCE

'Brigg' formerly Glanford Brigg (and sometimes spelt Glandford), is first recorded in the pipe rolls of 1183 (Lyman, 2004). Glanford Brigg was originally 'Glanford', the 'Brigg' element was added at a later date. 'Glan' is thought to derive from Old English for revelry or merriment, 'ford' means a shallow river crossing. 'Glan'-'ford' therefore translates into 'a ford where sport was held'. The name 'Brigg' first appears in the 14th century. It derives from the Old Norse 'Byggja' meaning jetty or, in this instance, possibly a bridge across the River Ancholme (Cameron, 1998). There are various spellings including Pontem de Glaunford in 1183, Punt de Glanford 1218, Glaunford Brigge 1318, Glamfordbrigg 1331.

1.3.2 DOMESDAY SURVEY

Brigg does not appear in the Domesday Survey, the nearest settlements were Castlethorpe 1.5km to the west (across the Ancholme River) and Wrawby 2.5km to the east. Castlethorpe was largely ploughland and no households are recorded. Wrawby, in the wapentake of Yarborough, was particularly large comprising 32 households, 100 acres of meadow, several 'ploughlands' 100 acres of woodland and a priest (Open-Domesday, 2011). The suffixes 'by' and 'thorpe' of both Wrawby and Castlethorpe are Old Danish in origin, suggesting that the settlements originated in the early medieval period at a time of widespread settlement formation within the Danelaw.

Two archaeological artefacts from this period are recorded within the survey boundary: an iron spearhead (NLHER: MLS1788) recovered from a gravel pit in 1949 and an Anglo-Saxon coin (NLHER: MLS15906). Despite the lack of archaeological evidence in the town, activity within the survey boundary during this period is possible, as indicated by the place-name evidence and the activity found in adjacent settlements.

1.4 MEDIEVAL

No mention of Brigg is made in either the Domesday Survey of 1086 or the Lindsey Survey of 1125. The first reference of Brigg is recorded in the Pipe rolls of 1183. In 1203-1218, a reference to a 'punt de Glanford' is the first evidence of a bridge in the town (Lyman, 2004). The land which is now Brigg town was located at the corner of four parishes Broughton, Scawby, Wrawby, and Bigby. This suggests that Brigg was founded at a later date, formed from a section of both of the parishes of Bigby and Wrawby. The foundation of the present day town is thought to have been in the 12th century (NLHER: MLS9552). Hugh de Neville, Lord of Kettleby, acquired the land which would become Brigg through his marriage to the daughter of Stephen de Camera. It was around this time that the town was awarded a market charter, and a hospital, suggesting that there was sufficient population to make these viable and useful. The town's location on a river so close to the Humber would have been a great advantage to the prosperity of the town and its lord.

1.4.1 STREET PLAN AND DEVELOPMENT

A map dating to 1640 (above), depicts Brigg as a single track with a bridge crossing the Old River Ancholme, with a small cluster of houses lining each side of the road on the east side of the river. It is thought that Brigg had around 30 dwellings at the beginning of the post-medieval period. The regularity of the plot boundaries to the north and south of Wrawby Street, suggest that the town was planned. Bigby Street is thought to have possibly originated as a 'back lane' to houses facing onto Wrawby Street (Miller, 1979). A ditch to the east of the market place (NLHER: MLS21610) aligned north-south containing 17th century pottery is suggested, by some, to have



been the eastern extent of the town. However, this is directly conflicting with another suggestion that the plots to the north of the east side of Wrawby Street originated in the medieval period, and the regular spacing of these plots supports this. Further investigation, which is beyond the scope of this survey, could illuminate this. The numerous alleys extending from Wrawby Road are remnants of the former burgage plots which extended back from the main roads. The market place was formerly much larger, extending westwards to the bridge (the building which juts into the north-east corner of the market place being later infill), and to Elwes Street on the east (Miller, 1979).

1.4.2 OPEN FIELD SYSTEM

Ridge and furrow is documented to the south of the survey area (NLHER: MLS21280) and Brigg (Wrawby-cum-Brigg) is known to have had an open field system, much of which was enclosed through a parliamentary enclosure act in 1800-1805. The arable fields included Brigg Field, High Field, Mill Field, East Field, and North Field, which are all standardised medieval open-field names (Cavill, 2018). The common, meadow, and woodland was located on the broad flat areas to the north of the town, closest to the Ancholme, these were Redcomb, Common Carr, and Star Carr. 'Carr' suggests that the ground was marshy or wooded, which would have been likely, prior to the large scale drainage improvements of the post-medieval period. 'Star' is thought to refer to sedge grass which is also common in wet conditions (Cavill, 2018). West Moor was also used as common grazing land.

1.4.3 ECONOMY AND INDUSTRY

Brigg was primarily a fishing hamlet during the medieval period, comprising a small number of houses, a hospital and an oratory. It would also have had an agricultural and local craft based economy. Although Brigg was built later than many of the surrounding villages, its location on the River Ancholme would have made it a very important commercial settlement. Rabbit fur is thought to have been a profitable industry in the town, possibly located to the north of Wrawby Street.

1.4.4 MARKETS AND FAIRS

Brigg was granted a market and a fair by Henry III in 1203. It was at this time that the major landowner in Brigg changed, from Stephen de Camera and his wife Desiderata to Hugh de Neville, with the market and fair rights being granted again in 1235 (Letters, 2004). The fair was held on the bridge and in the market which, as stated in paragraph 1.4.1, is thought to have extended further to the east and was in-filled on the west.

1.4.5 RELIGION AND EDUCATION

Brigg, unlike many towns which originated in the medieval period, does not have a surviving church from this time. Brigg was not its own ecclesiastical parish until 1872, before this, it came under the jurisdiction of other parishes. Prior to the construction of the church, the religious needs of the residents are believed to have been served by a hermit who preached from an oratory, dedicated to the Holy Cross and Blessed Virgin (Owen, 1990). This building does not survive. A second chapel, dedicated to St James (NLHER: MLS18546) which would have provided a service, is also believed to have been located close to the bridge. In 1332, Sir Ralph Paine is recorded to have '*alienated a messuage (dwelling) and 6 bovates of land in Broughton for a chaplain... To celebrate divine service daily in the chapel of St James GlanfordBrigg*'.

A hospital was founded in the late 12th century by Adam Paynel and Beatrice de Amundeville (NLHER: MLS1792), it provided care for travellers and the poor. The hospital was temporarily subordinate to Selby Abbey, however in 1235, a papal bull was issued for the return of the hospital to its original use; without interference from the Abbey, which had begun to use it for its own devices. It is thought that this hospital, the exact location of which is unknown, was disbanded in the 16th century. A second hospital and free chapel of St John the Baptist (NLHER: MLS1793) was established to the east of the town in 1422 by Sir William Tyrwhitt, '*It was to provide maintenance for seven poor men living in the hospital, and two chaplains.. they were to pray continually for the souls of King Henry VI and the founder*'.

The location of the chapels and hospitals are as yet unknown, however, it is likely they are located in close proximity to the bridge.

1.5 POST-MEDIEVAL

'Brigg' has been used without the suffix 'Glanford' commonly since the 17th century (Miller, 1979). In 1643, Brigg was fortified as a garrison by the Parliamentarians during the 1642-1644 Civil War following a successful seizure over the Royalist faction, which had up to this point been stationed in the town (Holmes, 1980). Evidence of a ditch from the 17th century (NLHER: MLS21610) is recorded in College Yard, to the north of Wrawby Street (NLHER:MLS21610). The ditch is suggest-



Cottages behind Wrawby Street.

ed to have been part of the civil war defences of the town, and by some to have been the eastern extent of the town at this point. It was unusual for a town of Brigg's size to have been so heavily fortified during the civil war, however both sides appear to have been aware of its strategic importance as the lowest bridging point of the River Ancholme. There were two skirmishes close to Brigg during the war, in May and November/December of 1643.

1.5.1 STREET PATTERN AND DEVELOPMENT

A map of 1640, drawn for the 'embanking and draining of the River Ancholme' shows Brigg to have been two rows of houses on the east of the river, flanking a central road which extends from the river, east towards Wrawby. It is thought that at this time Brigg consisted of around 30 dwellings (Miller, 1979).

The Enclosure Award Plan of 1805, depicts buildings from the bridge, on Wrawby and Bigby Road. Structures were also extant in the centre of these two roads up to Cross Street in the East (Enclosure Award, 1805). The map does not detail the infilling which had already begun to take place to the rear of properties as shown by tenancy records of 1800 (Miller, 1979).

The expansion of Brigg took place rapidly in the 19th century, and it was at this time that new land, outside of the medieval extent of the town was developed. Land sale maps provide a date for the development of Garden and Queen Street in 1819, and Princess and Albert Street in 1851, prior to this the land was privately owned by Lord Elwes. Land to the west of the old river belonging to the Nelthorpe family was also made available, leading to the development of Manley Gardens.

New civic developments were also taking place in Brigg, largely to the east and north of Wrawby Street. These developments included the Glanford Brigg Union Workhouse in 1837 (NLHER: MLS6968), followed by the Courthouse in the 1840s (NLHER: MLS22241), and the police station in 1845 (NLHER: MLS22242). The Brigg Poor Law Union was founded in 1834, covering a total of 50 parishes. The workhouse later became Glanford Hospital, following the national abolition of workhouses in 1930, which in turn closed in 1991, and the workhouse buildings were demolished.

1.5.2 PARLIAMENTARY ENCLOSURE AWARD 1805

A parliamentary act was passed for the enclosure of Wrawby-cum-Brigg as one, in 1800, the work finished in 1805 at which point the enclosure was awarded. The cost for enclosing was £4,950, and a total of 2,976 acres were enclosed, new roads were laid and an old road, which had been a turnpike road connecting Brigg to Melton Road, east of Wrawby, was removed (NLHER: MLS22801). Robert Cary Elwes was allotted the largest share with 1372 acres, George Kennington had the next largest with 316 acres. The central town (between Bigby and Wrawby Street and to the east and west of Grammar School Road) were part of older closes and were not enclosed as part of the act.

1.5.2 ECONOMY AND INDUSTRY

The economy of the town in the post-medieval period was primarily based on agriculture, engineering and trade. Brigg dealt in corn, coal, and timber. In the later post-medieval period the town had several mills (NLHER: MLS21974, MLS21975, MLS5102, NHLE: 1083134). As well as two rope walks, one located to the north of Wrawby Street, and one on Bridge Street, a tanning/fell monger's yard, maltkilns, millwrights and machine works. The improvements to the Ancholme, as well as the introduction of the railway, provided a positive boost for the town's trade. Until the 19th century, Elwes Street was called 'Butchery' which could be an indication of the former trades which congregated in the area, close to the Candley Beck and the Old Ancholme River. Rabbit fur was also a profitable industry, it is thought that more people were employed in rabbit skins in Brigg than anywhere else in the country (White's, 1872); this trade is likely to be the root of the name 'Coney Court'.

The Ancholme Foundry (NLHER: MLS19939), located on Island Carr was in operation in the 19th century, providing the name Foundry Lane (now redeveloped) and Kiln Lane, although the site was labelled as 'disused' by the 1907 OS map. The site was likely partially reused as a depot for the Peacock and Binnington Foundry (NLHER: MLS18097), an agricultural manufacturing business who established a base in Brigg in 1896.

Brewing was another common industry in the town. Sergeant's Brewery to the west of the Ancholme on Bridge Street (NLHER: MLS17293) was in operation from 1840-1945, at which point it was taken over by Hewitts, followed by Charringtons in 1967. The brewery was closed shortly after, and has since been demolished. Houses were also built in a close proximity to the brewery for a 'yard man' and employees, these were also demolished in the first half of the 20th century. A second brewery was also extant between Wrawby, Queen, and Bigby Street to the east of the town centre. This was founded in the mid-19th century following the sale of plots for development; the site is now occupied by a carpet shop.



Mill located on the east side of the Ancholme.

In 1849, a new corn exchange was erected to the south of Exchange Place (NLHER: MLS22246). This reflected the national trend for constructing corn exchanges following the repeal of the corn laws in 1846.

A parliamentary report of 1777 reported that parish workhouses were in operation in Brigg for up to 10 inmates. Glanford Brigg Poor Law Union was established in 1837. The union, headed by Brigg, contained 50 parishes. A new workhouse was built on Wrawby Street in 1837 (NLHER: MLS6968), and a fever ward was built separate to the main building. A new infirmary was built in 1915 which became the Glanford Hospital until 1991, when it was closed, it later became the North Lincolnshire Primary Care Trust headquarters, and is the only building from the workhouse to survive.

1.5.3 RELIGION AND EDUCATION

The 17th century saw an increase in public buildings in the town. In 1674, a contract was agreed between Sir John Nelthorpe and William Catlyn of Hull for the construction of a grammar school (NLHER: MLS5055, NHLE: 1083127). Nelthorpe gifted lands from his estate to provide for scholarships which were available to pupils from Brigg and the surrounding villages. The curriculum covered Latin, Greek, and Hebrew, with writing and arithmetic. The original building from its foundation survives on Grammar School Road. Ridge and furrow (NLHER: MLS21280) is recorded in the playing fields of the Sir John Nelthorpe School.

A Chapel of Ease was founded in 1699 (NLHER: MLS22411), through the donation from four local benefactors Atkinson, Jolland, Benson and Dempster. The chapel, which was dedicated to St Mary was a small building built of brick. The curate was appointed by the trustees of the school and paid for through land rental fees which was also gifted by the benefactors. The chapel was replaced by the church of St John the Evangelist in 1842 (NLHER: MLS5308, NHLE: 1204035), it is a rare example of a stone building in Brigg. Brigg became its own ecclesiastical parish in 1872.

In a reflection of national trends, several non-conformist chapels were also constructed in the town, many of which survive and contribute to the character of the town. A congregational church was constructed on Wrawby Street in 1815 (NLHER: MLS5365, NHLE: 1346766), constructed in gothic style, it has since been converted into an auction house and shop. A Wesleyan Chapel was built in 1840, on the west side of Bridge Street (NLHER: MLS6967), it has since been converted into a shop. In 1865, a Methodist Church was constructed to the east of the church of St John on Bigby Street (NLHER: MLS6965). The church, described by Pevsner as 'a brick horror', is no longer extant following its demolition in the late 20th century. A chapel of unknown faith was extant from the late 19th to the early 20th century (NLHER: MLS21828), it was demolished and the land has since been redeveloped into Health Place (Wrawby Road), it was likely connected to the workhouse. A second chapel of unknown faith was located on Bridge Street (NLHER: MLS21830), it has also since been demolished. An 18th century manor house, located on Bigby Street, was converted into a convent school in the 19th century (NLHER: 5318, MLS22248, NHLE: 1204071). A Roman Catholic Chapel (NLHER: MLS21831) was located to the rear of the property, this has since been demolished prior to the development of St Claire's Walk and the school has been returned to residential use.

Following the growth of Brigg's population in the 19th century, a new cemetery was established in 1857 by the burial board for £1740. It was served by both a Church of England (NLHER: MLS21826) and a Non-conformist mortuary chapel (NLHER: MLS21827).

There were several small schools in Brigg throughout the post-medieval period, a number of which were part of infilling, located in the alleys and courts behind Wrawby Street. The National School (NLHER: MLS22244) was built in 1855, for 350 children of mixed gender. Located in Coney Court it was enlarged in 1878 and has since been in use as a club house. A school was extant in the former 'Garden Alley' (NLHER: MLS22243), in the mid 20th century the site was demolished and converted into a car park. A new school was also constructed on Princes Street, as part of the 19th century developments (NLHER: MLS22250), the school,



Church of St John the Evangelist



Manor house converted into a school returned to a residence. Note the plinth above the door for St Mary's statue.

including a school master's house has been repurposed into commercial premises.

1.5.4 RAILWAY AND TRANSPORT

The River Ancholme, like many of Lincolnshire's waterways, has seen much improvement throughout the centuries. Between 1635 and 1639 the New River Ancholme (NLHER: MLS9481) was constructed. This new river cut through the landscape, while keeping the old winding course of the river, resulting in the creation of several islands including Island Carr. By the mid 18th century, the New Ancholme had become silted up and difficult to navigate leading to the establishment of the Ancholme Drainage and Navigation Board, who took payment from landowners with property on the river. It was anticipated that the new river would improve the drainage of the surrounding landscape and this improved navigation also made trade more efficient, prompting growth within the town. The Ancholme was subject to further extensive improvements in 1826, including the construction of a new sluice at the river's outfall in South Ferriby and a new deeper lock, allowing ships loaded with up to 60 tonnes to navigate from the Humber Estuary via Brigg, south to Bishop Bridge (Whites, 1872). This vastly improved trade on the Ancholme and by the mid 19th century there were several ships travelling between Brigg, Hull, Leeds and Wakefield. However, by the late 19th century trade had declined partially due to the introduction of railways and improved roads, as a result, the river catered more for recreational visitors.

In 1764, meetings were held regarding the establishment of a trust and the implementation of turnpike roads. These roads would connect Brigg north to Barton-upon-Humber (and to Hull via a ferry), south to Riseholme Hedge (to the north of Lincoln), and east to Caistor. By 1765, the turnpike roads were established, the toll roads included the two main streets in the town (Wrawby Street and Bigby Street), although these would not be under the responsibility of the trust. A road which connected Brigg to Melton Road (NLHER: MLS22801) was converted into a turnpike road as part of the act. It was extant until the parliamentary enclosure of 1805, at which point it was 'shut up and discontinued'. There were toll bars erected to the east of Wrawby Street, to the east of Bigby Street (proximal to the current site of the Bigby Road-Wrawby Road roundabout) and one to the east of the bridge at the west of the town. New developments in the town including the construction of Albert Street would have resulted in the Bigby Street toll-bar being bypassed and much revenue lost, thus a new bar was built further along Bigby Road which prevented this. The turnpike trust



White Hart public house and pedestrianised bridge to the west of Brigg.

was in operation until 1872, as with many roads around the country their closure is partially attributed to the introduction of the railway and partially to the decline in support for the roads which were considered costly and unfair by some (Henthorn, 1987).

Brigg was connected to the railway network in 1848, on the Great Grimsby and Sheffield Junction Railway (NLHER: MLS22616). Its introduction improved links allowing Brigg to trade on a larger scale, and the cheap excursions the railway brought were so popular that, in 1880, the platform was enlarged to cope with demand.

1.5.5 RECREATION

In the 19th century, there were several public houses in the town. These included the Angel Inn (now library), Bacchus, Black Bull Inn, Coach and Horses, George and Dragon, White Hart (NLHER: MLS5332, NHLE: 1346780), White Horse, Hammer-in-hand, Lord Nelson (NLHER: MLS5345, NHLE: 1083132), Nelthorpe Arms (NLHER: MLS5320, NHLE: 1083159), White Lion, Woolpack (NLHER: MLS5334), Wheat Sheaf, Red Lion and the Ship. These were predominantly focussed around Bigby Street, Wrawby Street, Bridge Street and the Market Place. The Dying Gladiator (NLHER: MLS5319, NHLE: 1083157) was constructed in the mid 18th century and was one of the earliest buildings to the south of Bigby Street, it was named the Dying Gladiator in the late 19th century. The statue positioned over the door, is reputedly based upon the Dying Gladiator (now the Dying Gaul) statue from the 2nd-3rd century BC. On the west of the Old River Ancholme the Brocklesby Ox (NLHER: MLS6966) was demolished in 2010, prior to residential development.

The Brigg Horse Fair, held annually on the 5th of August is believed to be the second largest in the country. It's function is pri-



Entrance to The Dying Gladiator.

marily for trade, however, in the 19th century it was reported to have been more of a leisure fair.

In the late 19th century, Brigg became a popular destination for angling and boating, and by 1868 a rowing club had been established. The decline in river trade created space for recreation and in 1887 the river was stocked with rudd, carp and tench, and fishing matches were held. Many fish ponds are still extant along the Old and New River Ancholme.

Sports clubs were founded in the town in the 19th century with new grounds for cricket and football being constructed to the east of the town. A large area to the south of Wrawby Road was also established for allotments.

1.5.6 CHARACTERISTIC BUILDINGS

The buildings within the town centre of Brigg largely date to the post-medieval period, and are in a range of styles typical of the Georgian and Victorian periods. Constructed commonly in yellow and red brick the town centre retains a consistent and attractive market town character.

Sir John Nelthorpe Grammar School (NLHER: MLS5055, NHLE: 1083127)

The original building of the Sir John Nelthorpe Grammar School dates to 1674, and was the first school building to be built within the town. The Grade I listed building comprises a single storey red brick building and an altered 19th century ridge tile roof.

The Exchange Club (NLHER: MLS22408, NHLE: 1083154)

The Exchange Club, located on Bigby Street is Grade II* listed and dates to the mid 18th century. Formerly, the red and yellow brick building was two separate houses which have been combined to form the hotel.



Exchange Club, Bigby Street

The Angel Hotel (NLHER: MLS24398)

The Angel Hotel, which is now the Brigg library and heritage centre, dates to the 18th century, however, it was altered in the early 20th century with the addition of a faux half timber façade and four steep gables. It is not listed, however its visible contrast to the largely Georgian frontages located around the market place makes a positive contribution to the character of the town centre.

1.6 MODERN AND 21st CENTURY

1.6.1 STREET PATTERN AND DEVELOPMENT

New road schemes have changed the direction of the flow of traffic through the town and altered historic property boundaries. To the north of the town, the insertion of the M180 has removed the evidence of old field boundaries and created a new defining boundary.

The town centre has been severely altered following the insertion of a car park and large shops on Old Courts Road, north of Wrawby Street. The plots, which were part of the earliest medieval planning in the town, were completely truncated by the car park which was constructed in the 1960's. This development also removed several of the 'courts', 'yards', and 'alleys', which formerly extended from Wrawby Street, including Cressey Yard, Change Alley and Garden Alley.

The A18, which connects Brigg to Doncaster in the west, and Ludbrough in the east was redirected in the late 20th century. Prior to this, traffic was directed through the town centre, via Bridge Street and Wrawby Road. The new A18 diverts from Bridge Street on the west of the river north-east across a newly built bridge over the Old Ancholme, along Barnard Avenue, and exits the town via Wrawby Road. Barnard Avenue, which is also located above on the site of former medieval properties, was constructed in the mid-20th century and became the A18 at a later time.

New residential estates have been constructed on the edge of the town centre, predominantly focussed to the north and east; some of the newer estates are relatively close to the M180 which creates a boundary at the north of the town. The new estates have largely followed national housing trends throughout the 20th and early 21st centuries, including housing types, mate-

rials and road patterns. Island Carr and the land to the south of Brigg have seen a lesser amount of development creating a pleasant agricultural zone between Brigg and Cadney.

1.6.2 TRADE AND INDUSTRY

Industry within the town, which has often been focussed close to the river has expanded in the 20th century and in present day large estates are located on either side of the Ancholme. The industrial estates have seen numerous changes throughout the 20th century, to the east of the river the industry has moved further north, away from the town. The late 19th century gas works, and the 20th century sweet manufacturer (NLHER: MLS22245), were demolished in the latter half of the 20th century and super-markets with associated car parks have been constructed on the site. The large industrial estate, which in the early 20th century comprised a timber merchant and a foundry, have been truncated by the insertion of the A18 (see paragraph 1.6.1).

1.6.3 RELIGION AND EDUCATION

St Mary's Roman Catholic Church (NLHER: MLS17747), was constructed on Barnard Street in 1963-64. The statue which had been located on the front of the convent was moved to the front of the new church, following the closure of the former. A new Methodist Church was also constructed to the east of this on Barnard Street.

A preparatory school (NLHER: MLS22249) was opened in Brigg in 1930, located on the south side of Bigby Street and the vicarage was demolished prior to the development of the school (NLHER: MLS22251). Glanford Secondary, located on Redcombe Lane (NLHER: MLS25880), and Westmoor School, located on Grammar School Road (NLHER: MLS25879), were built as part of changes to the secondary education system in North Lincolnshire. The schools were combined in the 1970's and became of the Vale Academy, both sites have since been demolished and the school rebuilt.

1.6.4 CHARACTERISTIC BUILDINGS

National Westminster Bank (NLHER: MLS17744)

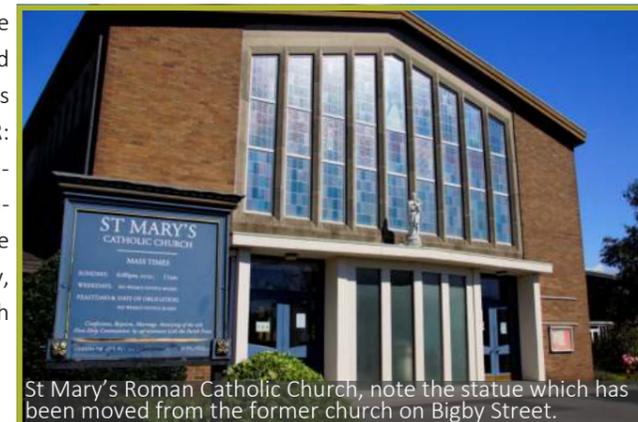
The National Westminster Bank was built in the early 20th century, its style is in Neo-Georgian, which was a fashionable architectural style in this period. The style heavily references Georgian with 20th century adaptations comprising brick with white dressings in a vertical rectangular block form (Lyman, 2004).

Brigg War Memorial (NLHER: MLS21665)

Brigg War memorial, constructed in 1919, is situated on the corner of four cross roads, to the east of the town. It commemorates the 142 men from Brigg who died in the First and Second World Wars.

1.6.5 RECREATION

Caravanning is extant on Island Carr, and a Hoeseasons is in operation close to the Brigg Marina and fish ponds. In the late 20th century a second caravan site was opened to the north of Island Carr, although this is more residential. It is doubtless that the tourism industry of Brigg is connected to the development of local angling in the late 19th century, with some caravan sites offering free fishing to customers.



St Mary's Roman Catholic Church, note the statue which has been moved from the former church on Bigby Street.



National Westminster Bank



Brigg War Memorial

HISTORIC URBAN CHARACTER ASSESSMENT

Summary

The Historic Urban Character Areas (HUCAs) have been defined based on the Historic Urban Character Types (HUCTs). The HUCT maps are available separately to this document. The HUCTs highlight patterns of development through areas which have originated at a similar time, are comparable in how they have developed or demonstrate a similar character or land use. The identification of HUCTs with these similarities allows groups (HUCAs) to be formed and analysed as a wider area.

The HUCTs are divided into 14 periods (see table opposite); these have been narrowed from the periods in the archaeological and historical background to provide a more detailed picture of the development and character, incorporating the Industrial Revolution and the fast pace of development throughout the 20th century.

The character areas are discussed in terms of heritage value, based upon Historic England's 2008 'Conservation Principles', these include: Evidential, Historical, Aesthetic, and Communal. 'Conservation Principles' sets out a method for thinking systematically and consistently about the heritage values that can be attributed to a place. People value historic places in many different ways; 'Conservation Principles shows how they can be grouped into four categories. A concordance table has been produced to compare the values taken from the 'Conservation Principles' with the NPPF, in terms of significance p13.

The values are as follows:

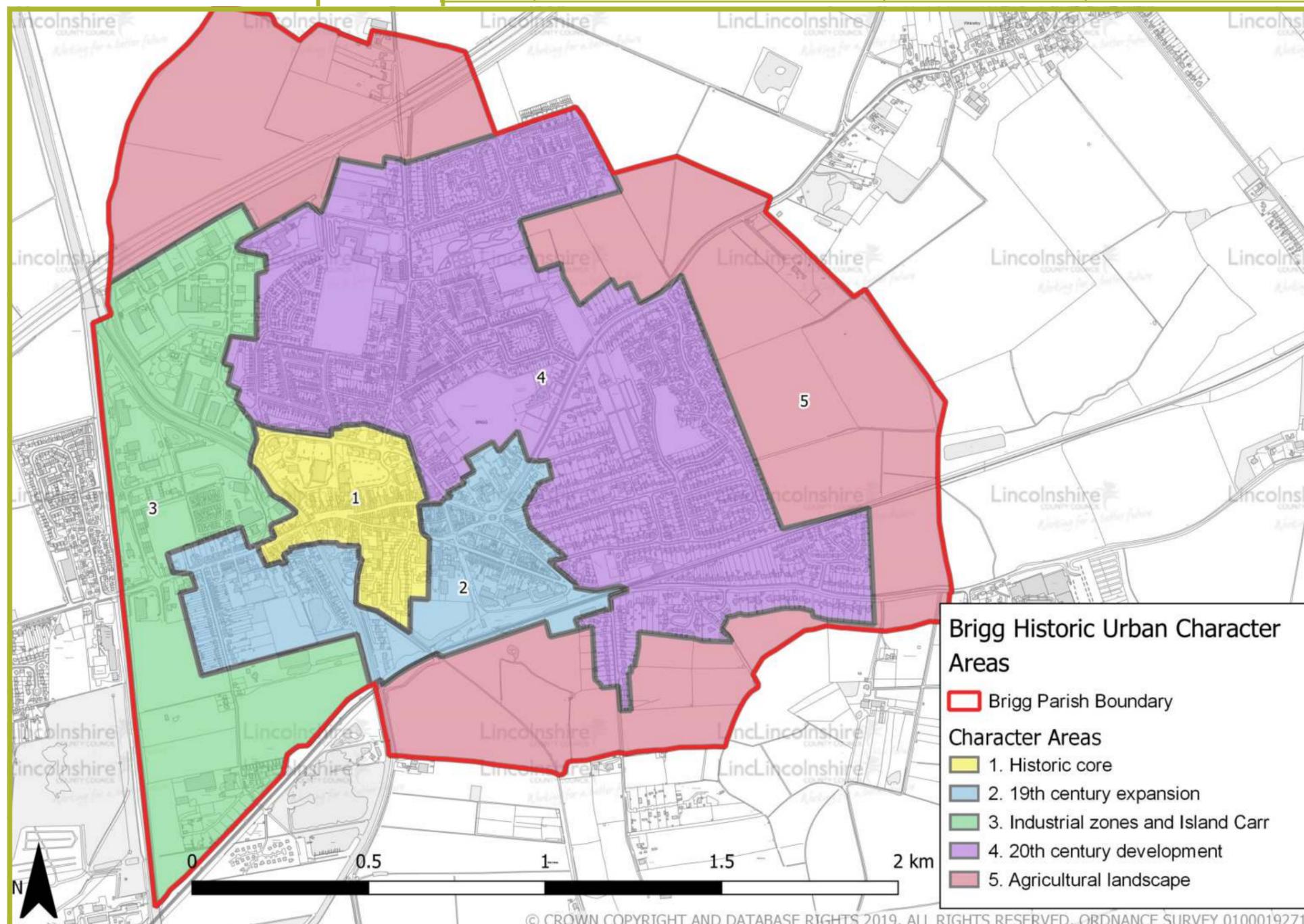
Evidential: the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might relate to a national story of archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological deposits may be compromised by later development or buildings may be significantly altered by later, unsympathetic extensions and alterations.

Historical: the potential of the HUCA overall to illustrate the story of the town. In some circumstances the story may be of national importance.

Aesthetic: the way in which people draw sensory and intellectual stimulation from the HUCA, principally its appearance. This may be derived from a designed element like a 20th century council housing estate, or from the way the HUCA has evolved over time. Unattractive elements, such as neglected sites, might reduce the aesthetic value.

Communal: the values the local community attach to the HUCA - what it means to the local population, including commemorative, symbolic and social values. Also to what extent the HUCA has the potential to increase public sensitivity towards the historic environment.

Period	Date Ranges	Abbreviations	
1	Prehistoric	10000-43	Pre-H
2	Roman	43-409	Rom
3	Early Medieval	410-1065	E-Med
4	Medieval	1066-1539	Med
5	Post Medieval	1540-1759	P-Med
6	Late 18th Century	1760-1799	Late 18thC
7	Early 19th Century	1800-1832	Early 19thC
8	Mid 19th Century	1833-1865	Mid 19thC
9	Late 19th Century	1866-1899	Late 19thC
10	Early 20th Century	1900-1924	Early 20thC
11	Early Mid 20th Century	1925-1949	Early-mid 20thC
12	Late Mid 20th Century	1950-1974	Late-mid 20thC
13	Late 20th Century	1975-1999	Late 20thC
14	21st Century	2000-Present	21stC



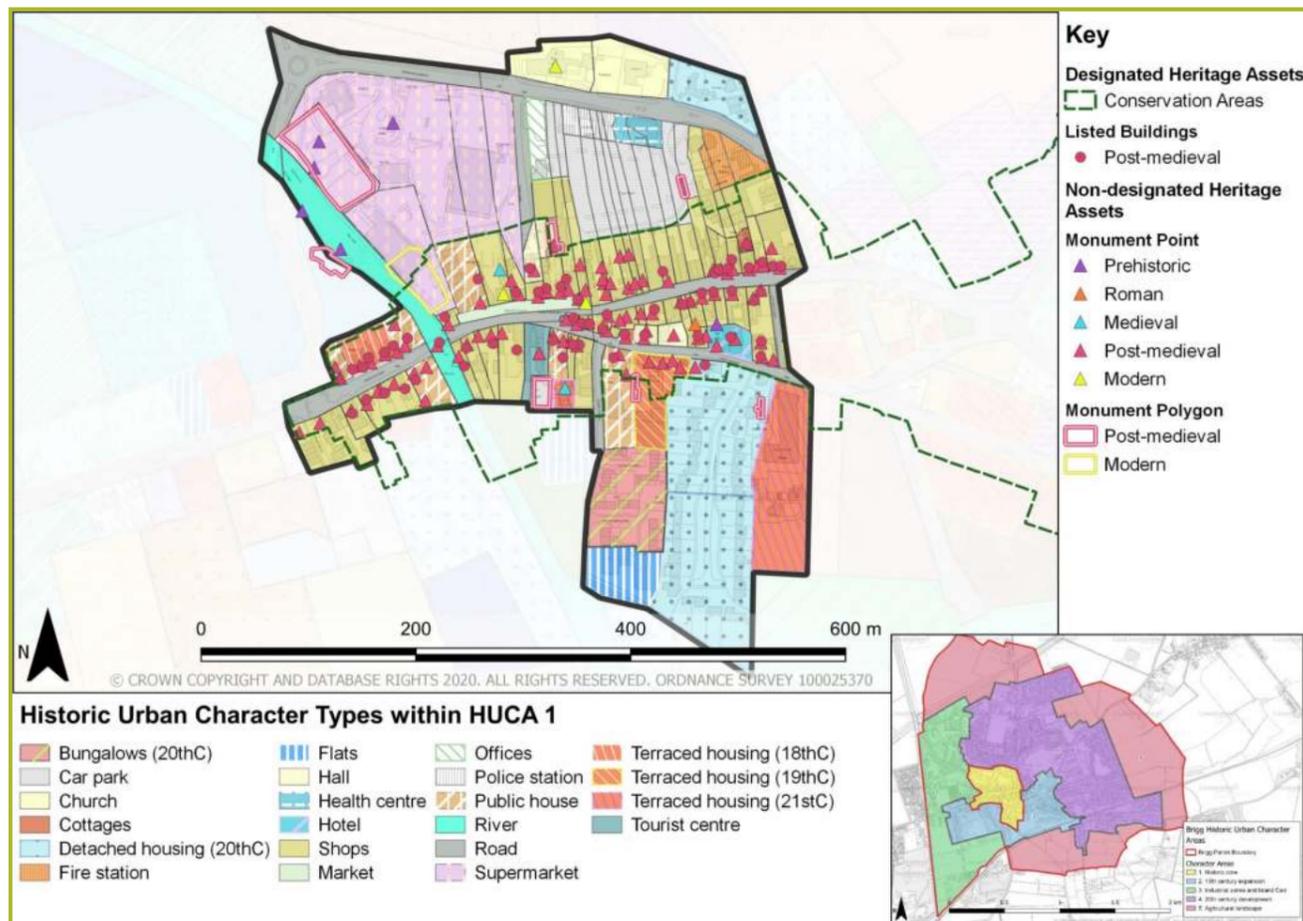
Evidential value	
High	There is a high potential for the heritage assets within the HUCA to contribute to an understanding of the history of the town. Archaeological sites are likely to survive (both below ground and above ground fossilised within the townscape) and for new research relating to the nature and origins of the built heritage to enhance the understanding of the development of the town. New insights into the history of the town can contribute to an understanding of the development of towns from the medieval period onwards both within Lincolnshire and more widely.
Medium	There is the potential for heritage assets to contribute to an understanding of the history of the town, but there may be fewer opportunities for new insights to be deduced due to the nature of the heritage assets in question or subsequent changes to the historic character of the HUCA. The potential for archaeological deposits to contribute to an understanding of the development of the town may currently be unclear due to the current level of understanding of the origins of the HUCA. The potential may also be impacted by levels of development.
Low	There are no or very few known heritage assets. The understanding for the potential for above and below ground archaeological deposits to survive may be affected by the current lack of research within the wider area. Mitigation may still be required dependent upon an assessment of both the nature of any prospective new development and the potential of the individual sites being developed.
Historical value	
High	The legible heritage assets either dominate or significantly contribute to the historic character of each HUCA. There are strong associations between the heritage assets (both tangible and intangible) within the HUCA that are potentially demonstrable and/or the heritage assets make an important contribution to the history of the wider area. There are often designated sites within or lying adjacent to the HUCA and in some cases these may comprise or include portions of Conservation Areas. The high value is not precluded by some degree of 20th/21st century alterations to the historic character.
Medium	Legible heritage assets are present within the HUCA, but are not necessarily predominant or they have undergone some form of alteration. Their presence, however, may contribute to an understanding of the development of the character area and/or there are potential associations between assets. Further research may clarify these associations and elucidate the contribution of these assets to the history of the wider area. Even in their present form they do enable the public and community to visualise the development of the area over time.
Low	There are no or very few known legible heritage assets; where they exist their associations are not clearly understood.
Aesthetic value	
High	The completeness or integrity of the extant heritage townscape and its contribution to the aesthetics of the zone is significant. There are opportunities to enhance or restore the historic fabric of the HUCA. The HUCAs will often form part of or form the setting to Conservation Areas.
Medium	The components of the townscape are legible, but there may have been considerable impact by 20th or 21st century redevelopment of elements of the historic character. It is not possible within this project to discuss whether the modern alterations have positive, neutral or negative impacts upon overall aesthetics.
Low	The aesthetics of the historic character have been significantly impacted by 20th or 21st century development. It is not within the scope of this project to discuss whether their contributions are positive, neutral or negative within the wider townscape.
Communal value	
High	Contains numerous heritage assets which could be used to engage the community through interpretation. The heritage assets clearly form part of a wider history of an area which can be drawn into a narrative. There may already have been a degree of interpretation and/or the community/public already has access to at least some of the heritage assets within the zone.
Medium	The ability for the heritage assets to contribute to the history of the town may be limited by the current understanding, their legibility within the townscape or through limited access.
Low	There are few known heritage assets which make it difficult to elucidate their history or apply it to a wider interpretation. There is no access or the legibility of the heritage assets is negligible.

Concordance Table between Historic England Conservation Principles and the NPPF			
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>"the potential of a place to yield evidence about past human activity."</i>	<i>"There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point."</i>
Historic	Historical	<i>"the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative."</i>	<i>"An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity."</i>
Architectural/ Aesthetic	Aesthetic	<i>"the ways in which people draw sensory and intellectual stimulation from a place."</i>	<i>"These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture."</i>
*See Paragraphs 185 (b) and (c), 188, 192 (b) and (c), 199, 200,	Communal	<i>"the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory"</i>	<i>N/A see relevant paragraphs</i>

EUS in planning

It is anticipated that the EUS will be used to support appropriate application of the National Planning Policy Framework (NPPF) in the future development of Lincolnshire's towns. The EUS is directly applicable to the aims set out in the 2018 NPPF, particularly in Chapter 3 'Plan Making', Chapter 12 'Achieving well-designed places' and Chapter 16 'Conserving and enhancing the historic environment'. Chapter 3 states that *Strategic policies should... make sufficient provision for: conservation and enhancement of the natural, built and historic environment Plans are 'sound' if they are: Justified... based on proportionate evidence.* For both objectives the EUS can provide a thorough evidence base which can assist in the production of plans. Chapter 12 states that Planning policies and decisions *should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting.*

The EUS discusses local character, including built character and landscape setting, the evidence provided in the character assessments can be used to aid in the creation of 'well-designed places' through supporting an understanding and appreciation (from a heritage perspective) of the history and character of a town. The EUS contributes to the application of Chapter 16 of the NPPF by providing another evidence source on which to base development applications. The discussion of the character within the town can also be used to assist in the reappraisal and designation of new conservation areas.



HUCA 1— Historic Core

Key characteristics

- ◆ Developed in the medieval /post-medieval periods. Initially adjacent to the bridge/river crossing and spreading to the west.
- ◆ Many of the buildings are from the 17th, 18th, 19th century although located on the site of older properties.
- ◆ Buildings are high density, terraced properties, built in a piece-meal fashion.
- ◆ The alley-ways and passages to the north of Wrawby Road are remnants from the medieval period.
- ◆ The courts originated in the post-medieval.
- ◆ Dominant material is red/buff brick, roofing is local clay pan-tile or slate
- ◆ Evidence of steeply pitched former thatched roofs frequent with raking dormers a feature of some.
- ◆ Traditional sash windows, with 4-12 lights. Georgian bow windows are a frequent feature in the street-scape.
- ◆ Building height is generally 2-3 stories, with some single storey examples.
- ◆ HUCA is largely within the Brigg Conservation Area.
- ◆ Ornamental street furniture, including three-light street lamps, benches, signposts in a black and gold theme.

Landscape History

Occupational evidence demonstrates that the area was actively exploited in the Bronze Age and the landscape at this point was wetland pasture, insect activity also indicates that the cattle were kept locally. A lack of evidence from the Roman and early medieval periods indicates that occupation did not continue after the prehistoric period, possibly due to a rise in water levels. Brigg began to be developed in the medieval period, its advantageous location on the River Ancholme likely providing the impetus for its initial development. In 1218, a bridge was constructed (although there was doubtlessly an earlier crossing) and by the early 13th century the town had a market and a fair. The regular property boundaries indicate that it was purposefully planned in the medieval period (likely at its foundation in the 12th century). The Historic Town Survey 1979 states that Bridge/Wrawby Street were developed first with Bigby Street serving as a 'Back Lane' to the properties on the south side and that development did not occur to the south of Bigby Street until a later period. In-filling behind the street frontages began in the post-medieval period, and by the early 19th century many of the plots had several cottages or outbuildings to the rear of the property known as courts. In this century that development began to occur outside of the HUCA. The 20th century has seen scale large disruption to the historic boundaries, particularly to the north of Bridge and Wrawby Street with the construction of supermarkets and car parks.

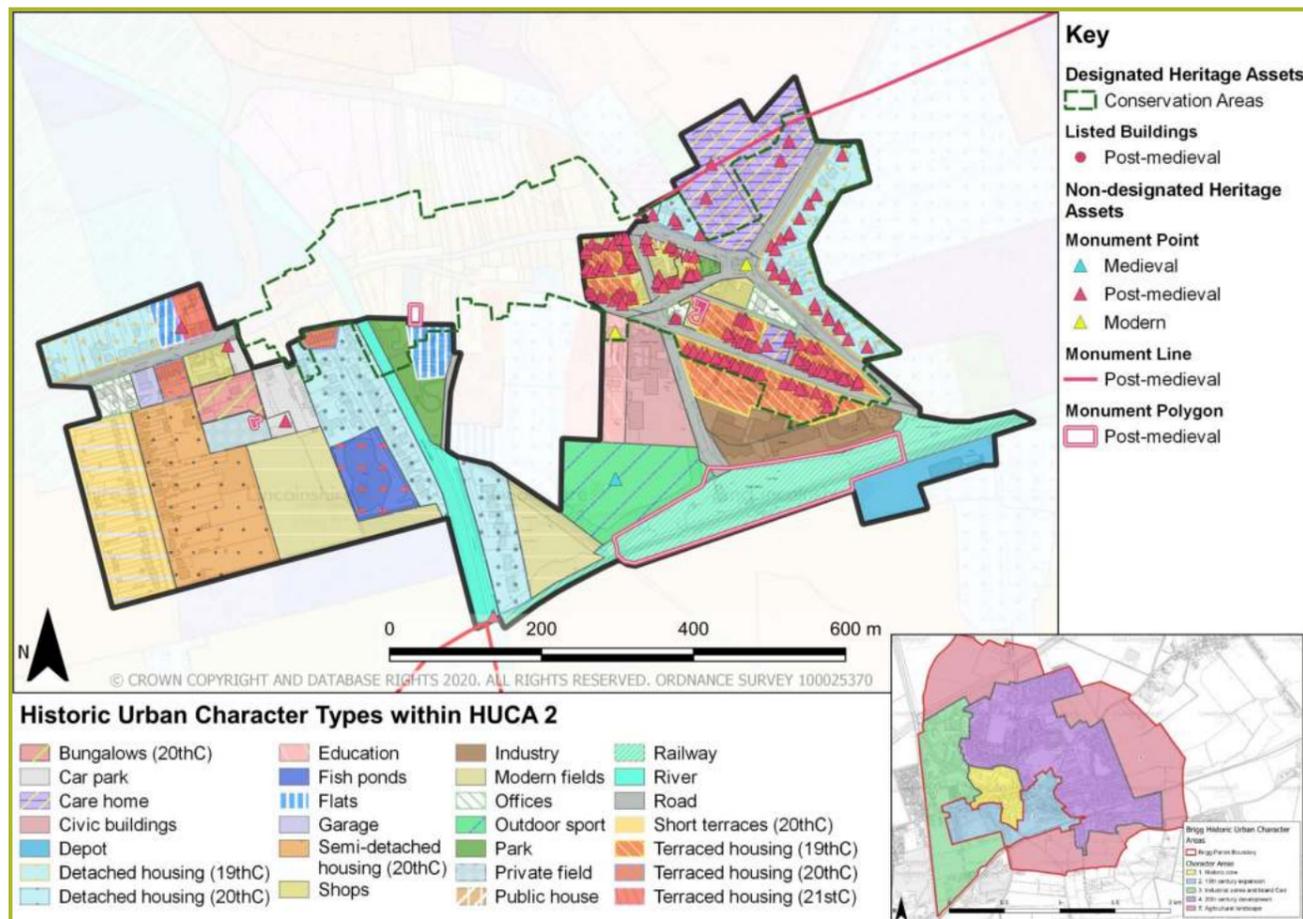


Evidential Value: The evidence within the character area makes a large contribution to the history of Brigg. The prehistoric remains recorded next to the river are significant to our understanding of how the area was occupied, and the types of activities that were taking place in this period. Remains from the medieval and post-medieval periods are common and further archaeological remains are likely throughout the HUCA, the location of the former medieval hospitals are believed to be in the town centre. The street pattern, alley-ways/courtyards and regular property boundaries are remnants of medieval town planning and post-medieval infilling.

Historical Value: HUCA 1 is the medieval core of the town, and contains evidence to its origins including boundary patterns and plan form. This makes a significant contribution to our understanding of how Brigg was formed and why it developed. The character area covered the majority of the medieval town, with post-medieval infilling taking place in the older plots prior to expansion in the 19th century. The HUCA also contains the bridge and the adjacent warehouse building which illustrate the significance of the river for the 18th/19th century town trades.

Aesthetic Value: The Historic Core Character Area, is fairly consistent in character with buildings from the 17th-19th century, with some later in-fill. The building styles are largely Georgian and Victorian, constructed of red brick, clay pantile and slate. The contrasting heights and architectural styles of the buildings create a sense of place and highlight the historic nature of the town. The central street pattern, alleys, courts, and yards, as well as the regularly spaced and varied shop frontages create a quintessential market town.

Communal Value: HUCA 1 is the social and communal centre of the town. The historic character of the town is prominent within the character area, and the unique buildings and shop fronts provide a sense of place. Information boards and plaques from the Brigg Town civic award 1985 and 2009 are located around the area. The river is a draw for visitors and residents alike and provides a pleasant outdoor space, the street furniture including the benches and traditional lighting, creates continuity between the town centre and river walking path. The market place and bridge are pedestrianised.



HUCA 2—19th century expansion

Key characteristics

- ◆ Consistent character area.
- ◆ Planned residential streets which predominantly date to the 19th century.
- ◆ Building height is 2-3 storeys.
- ◆ Dominant material is red brick, some buildings are rendered.
- ◆ Ornamental sash windows, traditionally constructed, some have been replaced with modern inserts. Doors are also often highly decorative.
- ◆ Buildings are located close to the road, sometimes separated by a grass verge but often just a path.
- ◆ Predominant building type is terraced, some larger semi-detached, and detached.
- ◆ Streets are regular and uniform with the same housing type being repeated throughout the street.
- ◆ Mature trees are common along the main streets.
- ◆ Partially within the Brigg Conservation Area, many buildings were recognised as buildings of townscape merit as part of the conservation area appraisal 2004-2005.

Landscape History

During the medieval period, the character area would have been largely agricultural, with open fields and privately owned land. Evidence of ridge and furrow is extant to the south of the area. The character area, which was partially owned by local landowners the Elwes and the Nelthorpes, was first developed as part of the initial expansion of the town and sold for development in the 19th century, coinciding with population growth within the town, which was fuelled by the towns improving economy and trade links. Land to the east of Wrawby Road, Bigby Street, and Garden Street were developed, a land sale map dating to 1819, demonstrates the regular squares of land which were made available for development at this time. Princes Street and Albert Street were inserted as new roads in 1852 and new plots of land were also made available for development by the Elwes family at this time. To the west of the character area, Manley Gardens and the east of Mill Lane were developed. This land had belonged to the Nelthorpe family who were awarded a large share of land following the enclosure act of Scawby in the 18th century. The railway and station were constructed in 1848, the new roads leading to the station providing new boundaries which defined later development. The introduction of the railway provided a positive boost for the economy of Brigg. Some 20th century development has taken place in the character area, however, the character area remains largely Victorian and Edwardian in character.

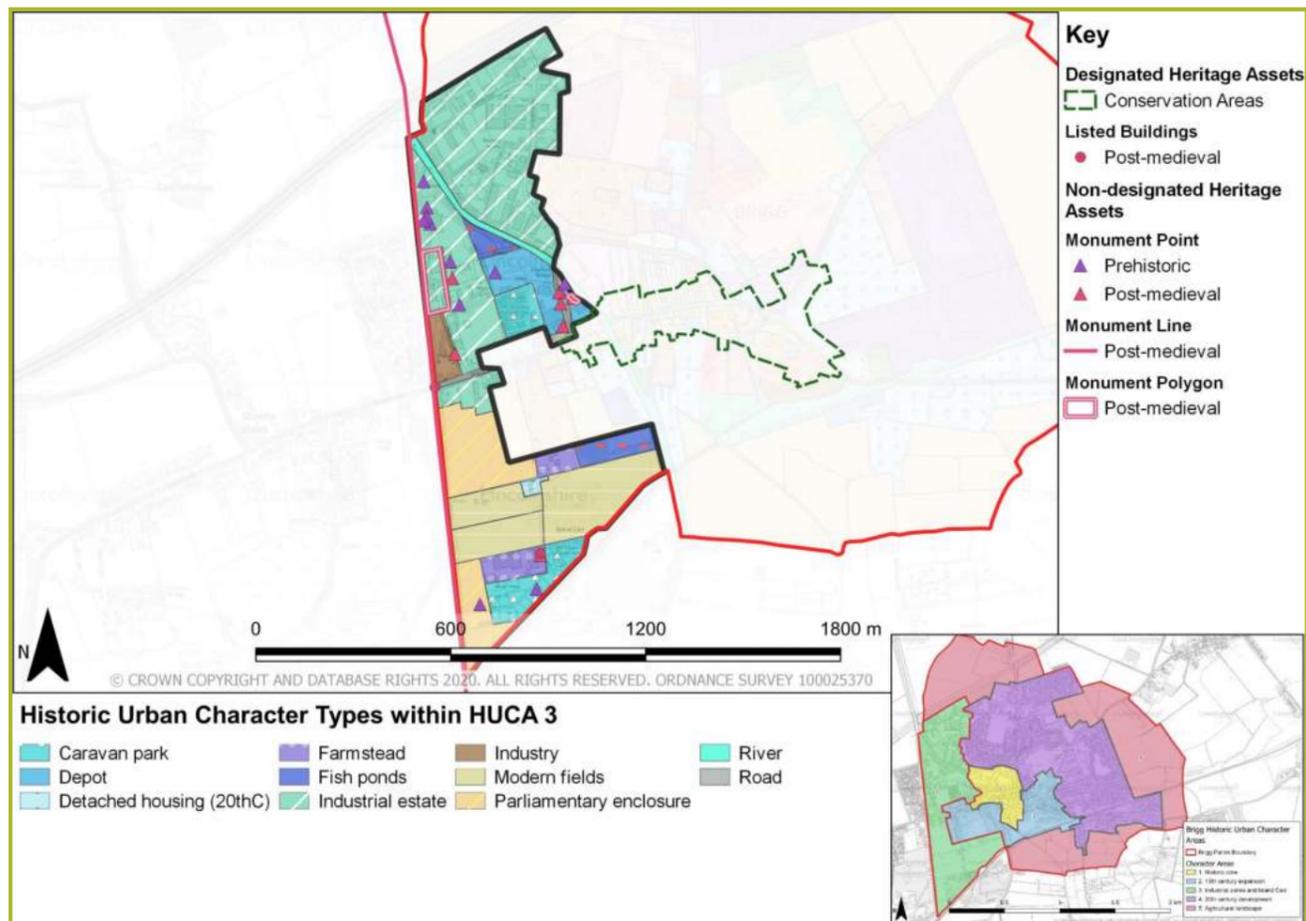


Evidential Value: There is a good level of preservation within the character area, and many of the buildings are recognised as making a positive contribution to the Brigg Conservation Area. The Brigg court and prison are located in the character area and were built as part of public investment in the town in the 19th century, when Brigg became the centre for the Poor Law Union and Court Sessions. The former brickyard pits beside the river are a remnant of the town's commercial past with these pits being repurposed as recreational fishing ponds in the late 19th and 20th century.

Historical Value: The evidence within the HUCA makes a large contribution to our understanding of the growth of Brigg in the 19th century. The courthouse, workhouse (no longer extant), and prison highlight Brigg's administrative importance in the wider locality in this period. Their repurposing also demonstrates the changing needs of the town throughout the 20th century. The development of the town outside of its early core, and the introduction of the railway are both important aspects of its recent

Aesthetic Value: The character of the HUCA is fairly consistent. The buildings are predominantly constructed in red brick (much of which was produced locally) with timber windows and clay tile or slate roofs. The housing and ornamental elements repeat throughout the character area creating a visual continuity. The building materials and age are also consistent with the town centre (HUCA 1), some of which was developed in the 18th and 19th centuries. The larger plots with regular straight boundaries in HUCA2 indicate that it was developed on green-field sites rather than into the older narrow plots of HUCA 1 with their slightly sinuous boundaries.

Communal Value: Communal value within the character area is derived from the numerous parks, fish ponds, and tree lined streets which provide a sense of place. The courthouse and prison provide interest as a group within the character area, as they are clearly different in style and material to the majority of the HUCA. The War Memorial also creates a strong focal point within the HUCA.



HUCA 3—Industrial zones and Island Carr

Key characteristics

- ◆ Comprising industry, small fields and residential caravan sites and a holiday park.
- ◆ Industry located in the same area for hundreds of years on either side of the Old River Ancholme. These include brick works, a mill, and manufacturing sites.
- ◆ 20th century industrial buildings with some 19th century buildings, including a mill to the south of the HUCA.
- ◆ Large metal or brick buildings, 1-2 storeys.
- ◆ Few windows.
- ◆ Some small fields or paddocks, the field pattern reflects the parliamentary enclosure of the 18th/19th century.

Landscape History

Island Carr is located between the loop of the Old River Ancholme and the straight course of the New River (NLHER: MLS9481) constructed in the 17th century. Its insertion dissected the landscape, creating a straight canal between the Humber Estuary and Bishop Bridge. The landscape prior to this would have comprised agricultural fields as part of the open field system, some of which was part of Scawby parish. This HUCA has a high concentration of Prehistoric remains located in close proximity to the Old River Ancholme. These remains demonstrate that the natural resources provided by the river were well exploited by the local people during this period. There is evidence of staked boundaries, which indicates that the landscape was also being managed at this time. In the 18th and 19th centuries Scawby Parish and Brigg and Wrawby Parish were enclosed through Acts of Parliament., which has produced some of the field-scape visible in present day, with rectangular boundaries. This area has long been used for industry, with trade taking place on the Old River Ancholme since the medieval period. The construction of the new river in the 17th century and the subsequent improvements in the following centuries allowed for larger cargo-ships to reach Brigg and intensified trading on the river. In the 20th century, the industry to the east of the river has migrated north from the town centre, with former industrial sites of the 19th century being converted into supermarkets and the industry moving into warehouses further north. In the 21st century, the character area is a combination of industry, small fields, and residential and holiday sites or fishing ponds.

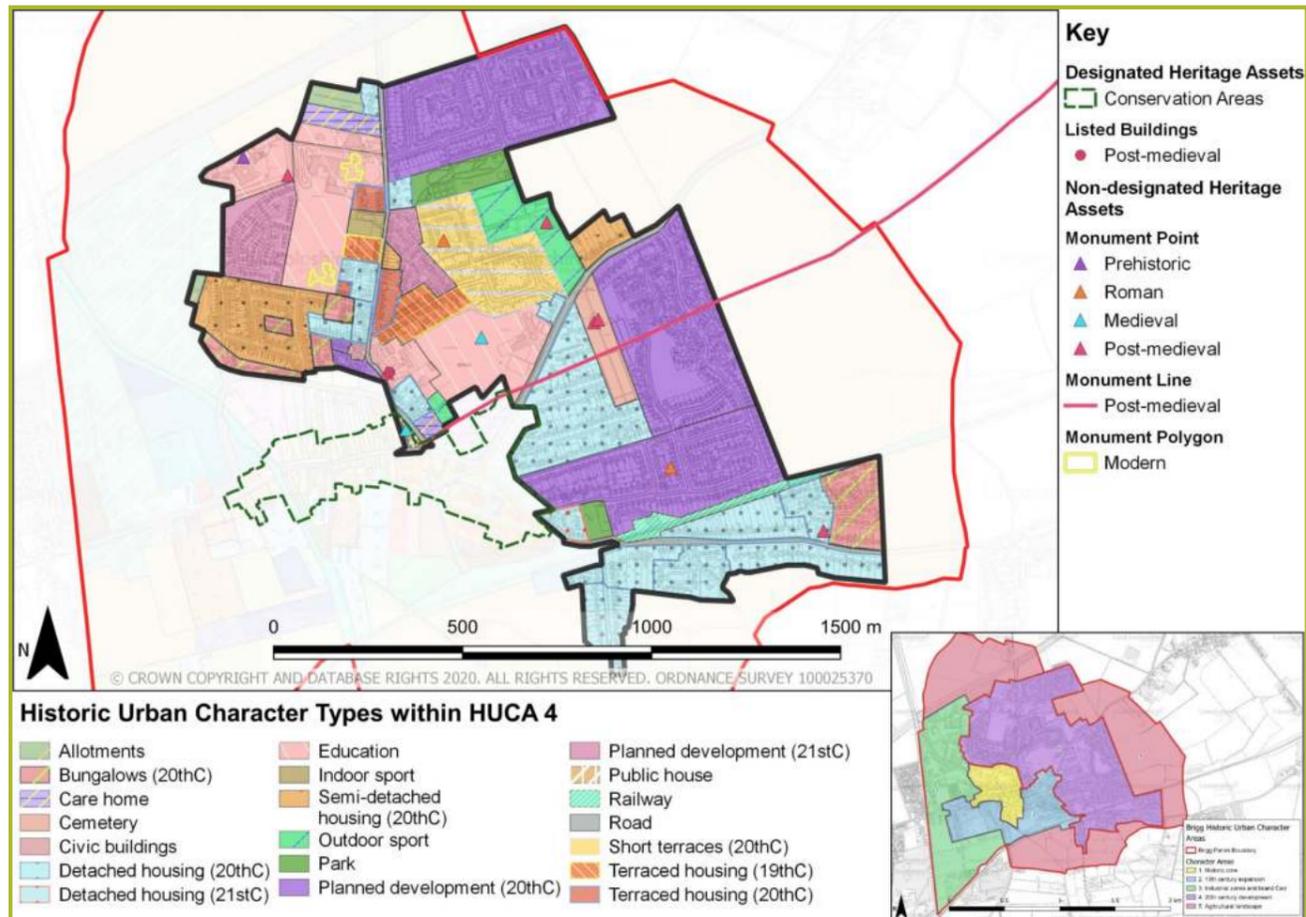


Evidential Value: Important and extensive remains from the prehistoric period are recorded within the HUCA, particularly in a close proximity to the Old and New Ancholme Rivers, providing a large amount of context for the region during this period. Frequent post-medieval remains further our understanding of industrial Brigg in this period. These remains include the former corn mill, brick works, and iron works.

Historical Value: The HUCA makes a large contribution to the historical narrative of the town. Remains from the prehistoric period further our understanding of how the landscape may have looked and was occupied. Furthermore, well preserved organic remains provide a rare insight into technologies available at the time. Post-medieval remains, which are also often supported by documentary evidence, detail the industries which were taking place in Brigg many of which resulted in an improved economy and town growth.

Aesthetic Value: The industrial history is legible in the HUCA with former warehouses and factories located around the area. Many of the modern industrial buildings are built for practicality and therefore are not in keeping with the more aesthetic qualities of the earlier structure and character. The character has remained industrial for an extended period of time which is apparent.

Communal Value: The residential caravan sites, holiday park and fishing areas provide communal space. However, public space is limited with the majority of the HUCA being used for industry and commerce or are privately owned fields. However, the industrial buildings contribute to a sense of place where generations of Brigg inhabitants have worked, which is particularly pertinent in the agricultural and building trades.



HUCA 4— 20th century development

Key characteristics

- ◆ Mixed use character area, predominantly residential, interspersed with schools and parks or playing fields.
- ◆ Materials include buff, brown, and red brick. Render is common. PVC windows, concrete, and tile effect roofs.
- ◆ Some houses were built as ribbon development and newer developments were constructed to the rear of this.
- ◆ Architecture is a variation of 20th century styles. Including inter-war period housing, arts and craft style.
- ◆ Housing type is a mixture of bungalows, semi-detached, detached, and short terraces.
- ◆ Heights vary between 1-2 storeys.
- ◆ Houses are set back from the road with grass verges and wide pathways.
- ◆ Most properties have private gardens with driveways and front boundary definitions such as hedges and walls.
- ◆ Earlier 20th century streets are lined with trees.
- ◆ Streets from early-mid 20th century are more rectangular in pattern, streets which have been constructed more recently are winding in shape.

Landscape History

In the medieval period, the character area would have comprised arable and pasture fields, which were part of the open/common field system of Brigg (NLHER: MLS21280). These fields include Red Comb, West Moor which were pasture, meadow, and common grazing land, and Brigg Field consisting of arable. These fields were subject to enclosure in the early 19th century and divided into smaller, rectangular fields. Much of the new land was awarded to Clare Hall of Cambridge University (universities were often gifted or purchased land around the country), and local landowner Robert Cary Elwes Esquire. At this time, as part of the enclosure a road, which had connected Brigg to a road at the east of Wrawby (NLHER: MLS22801), was closed and new roads were constructed. The 20th century has seen the amalgamation of some of these fields into larger modern fields, however, some remain as they were after the parliamentary enclosure. The character area was residentially developed in piecemeal fashion throughout the 20th and 21st centuries.

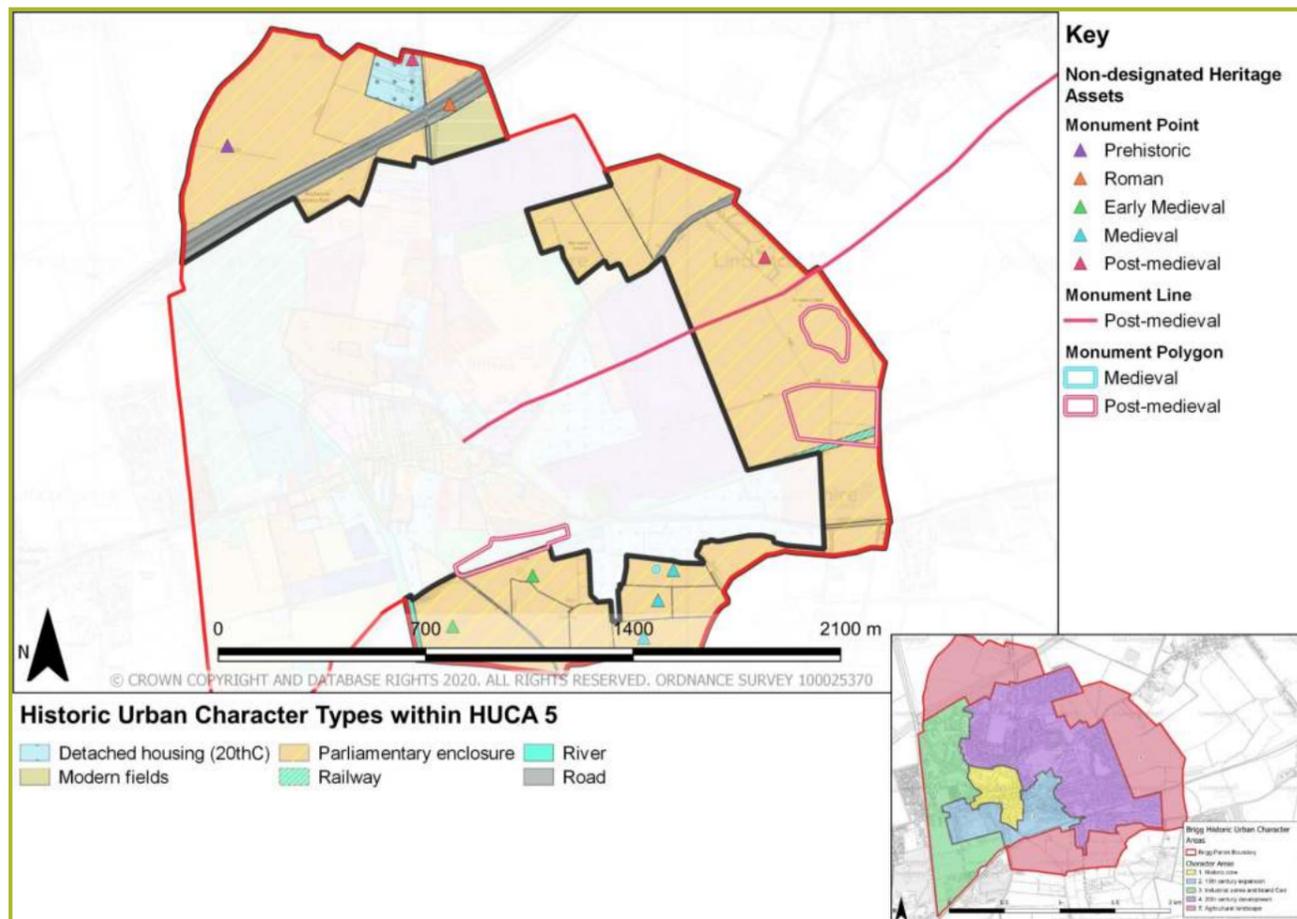


Evidential Value: The earliest construction in the HUCA is the grammar school (NLHER: MLS5055, NHLE: 1083127) which dates to the 17th century. The cemetery was constructed in the 19th century, due to overcrowding in the Wrawby churchyard. However, much of the character area was not developed until the 20th century. Prior to this it comprised open fields (evidence of ridge and furrow is recorded (NLHER: MLS21280) which were divided in the post-medieval period during the parliamentary enclosure.

Historical Value: The HUCA contributes to our understanding of the former open field system in Brigg and how the landscape was changed through the parliamentary enclosure. The school and cemetery demonstrate the changing needs of the town and the new amenities needed for a growing population.

Aesthetic Value: The changing styles of 20th century housing are most apparent in this HUCA. However, there is limited evidence of the former field boundaries. The school and cemetery demonstrate the growth of the town in the post-medieval period.

Communal Value: The character area is comprised of private residences and schools. The grammar school has been an education centre since the 17th century, this provides opportunity for engaging the public on the history of the town. The 19th century cemetery is also valuable for communal heritage.



HUCA 5—Agricultural landscape

Key characteristics

- ◆ Largely agricultural, arable fields.
- ◆ Former open fields and meadow/pasture, evidence for ridge and furrow is extant to the south of the HUCA (NLHER: MLS21280)
- ◆ Enclosed in the 19th century as part of the Parliamentary Enclosure of Wrawby and Brigg.
- ◆ Hedgerows are sparsely vegetated, and interspersed with trees.
- ◆ The landscape undulates with a general downward slope towards the drains and field boundaries.
- ◆ The character area was truncated by the insertion of the M180 and the railway line.

Landscape History

The character area was part of the open field system of Wrawby-cum-Brigg in the medieval period, formerly Brigg Field, likely used for arable, and West Moor and Redcomb which were pasture, meadow and common grazing. Evidence of ridge and furrow from this period is recorded in the NLHER (NLHER: MLS21280). In the 19th century the landscape was enclosed as part of the Parliamentary Enclosure Act between 1800 and 1805. Robert Cary Elwes and Clare Hall of Cambridge University were awarded the largest shares. Since this time some of the field boundaries have been removed, however, many remain from this enclosure. The landscape was truncated in the mid 19th century by the railway, and in the late 20th century by the construction of the M180.



Evidential Value: Archaeological evidence from the prehistoric through to the post-medieval period is recorded in the character area. A number of these relate to find spots, including a Prehistoric iron knife (NLHER: MLS15538), Roman coins (NLHER: MLS1786), and Anglo-Saxon spear heads (NLHER: MLS1788) found in a local quarry, although provenance of the spear heads is questionable. Ridge and furrow is recorded to the south of the character area, as well as evidence of former field boundaries which were inserted as part of the parliamentary enclosure of the parish.

Historical Value: The scattered finds support the suggestion that there was local activity in the prehistoric, Roman and early medieval periods, although without archaeological survey there is not enough evidence to indicate the presence or absence of settlement. Preserved field boundaries from the medieval period and the 19th century provide context to our understanding of agricultural Brigg including NLHER: MLS24659 and MLS24660, which represent pre-enclosure ditched closes.

Aesthetic Value: The character area comprises agricultural land with fields bounded by hedges and trees. The field pattern comprises parliamentary enclosure and modern fields, the latter has disrupted some of the historic field patterns. The drainage channels also provide evidence of historic land improvement.

Communal Value: Much of the landscape is private farmland, therefore there is limited scope for public space, however some walking routes do cross the fields. The landscape can be used to engage the public on the history of Brigg, particularly on its agricultural past. However, this is largely inaccessible without interpretation.

DISCUSSION

Historic background

The extensive prehistoric remains in Brigg suggest that the landscape was well occupied in this period. Evidence of domestic remains and enclosures recorded within the survey boundary demonstrate that the area was settled from an early period. Scattered finds including axes, coupled with the prehistoric track-way, boats and possible evidence of boat production elucidate our understanding of how local populations managed and navigated their environment, at a time of rising water levels. A lack of archaeological remains from the Roman period suggests that settlement did not continue into this period, although scattered find-spots, settlement remains in the surrounding villages, and a major Roman road to the west of the town confirms Roman activity in the wider area. Consequently, as yet undiscovered remains and finds from this period are likely to be extant within the survey boundary. Similarly, remains from the early medieval period are also very limited within the survey boundary. It is understood that several of the surrounding towns and villages were settled in this period, however, it is also understood that Brigg was not founded as a settlement until the 12th century, confirmed by its absence in the Domesday Survey of 1066, and the Lindsey Survey of 1125. Therefore, evidence of settlement in the town from the early medieval period is unlikely, although scattered remains are possible. In the 12th century, Hugh de Neville, through his marriage to the daughter of Stephen de Camera, took ownership of the land which would later become Brigg. In this period a new bridge was constructed and it is likely that the plots of land surrounding the market place (particularly north of Wrawby Road) were planned and tenanted. The town was granted a market and fair in 1203, which would have been held on the bridge and in the market place. Documentary evidence also suggests that the town had hospitals in this period, it is thought that these would have been located close to the bridge, however the location of these structures is unknown. In this period, much of the surrounding land was owned by other parishes, and comprised open fields (evidence for this is seen in the ridge and furrow to the south of the town), carr woodland, meadow, and common grazing/pasture. Investment in the town took place in the 17th century with the construction of the New Ancholme river in the 17th century, this vastly improved the economy of the town, connecting Brigg to the Humber Estuary in the north and to Bishopbridge in the south. By the 19th century the town was trading in timber, coal, and agricultural produce. Further improvement to the river in the early 19th century, including the construction of a sluice at South Ferriby, made the Ancholme navigable for much larger boats and barges. By this time there were several industries in the town, and confidence in its market was increasing. These industries included milling, brewing, brick production, and metal work and many of these were located in close proximity to the rivers. Brigg was also particularly well known for rabbit fur, after which Coney Court is named. Confidence in the economy of the town resulted in the construction of a corn exchange in the mid 19th century, as well as new banks. It was also in the 19th century that the town began to expand outside of its medieval core, which up until this time had been largely in-filled and redeveloped rather than spreading into new land. This redevelopment of existing plots created long, ad-hoc building lines within the town centre: extending from the main thoroughfares, which are still visible today. In the 19th century development took place on new land, to the east and west of the town with the construction of Garden Street, Queen Street, Albert Street, and Princes Street. Residential housing was built on these new streets to accommodate a population which grew throughout the century. In the early 19th century, the landscape of Wrawby-cum-Brigg was subject to an act of parliament which enclosed the land, dividing former open fields and meadow into small rectangular units, most of which was awarded to local landowners. The 20th century has seen large changes to the town including the development of numerous large new residential estates to the north, east, and south; development is confined to the west by the Ancholme Rivers and adjacent parishes. To the north of the town centre, the construction of a new road, supermarkets and car parks have truncated former medieval property boundaries. However, pedestrian access to the town has also been improved by these developments and of the construction of a new bridge on the A18, to the north of the town centre which has directed traffic away from the market place and the town centre. This development has made the centre of the town a pleasant space for both residents and visitors and created a sense of place which can be enjoyed without the interruption of traffic.

Character summary

The overall character of Brigg is of a quintessential Lincolnshire market town; the town centre is largely brick built in building styles ranging from the 17th-20th centuries, however, Georgian and Victorian architecture dominate. HUCA 1 is the historic core of the town, and was established in the medieval period, however, the buildings within the character area are post-medieval in date as much of the town was redeveloped throughout this period. HUCA 2 is predominantly 19th century, and was developed as the town began to expand outside of its medieval boundaries. Many of the buildings from these two character areas are of similar age and style, however the plot boundaries create noticeable differences; in HUCA 1 later buildings were built into earlier plot boundaries and the sale of parts of these plots for development has created long ad-hoc structures and high density streets. In HUCA 2, plots of land were sold in lots and streets were built in a regularly spaced fashion, as a whole rather than piece-meal. HUCA 3 represents the industrial past of the town, which has been located around the same area for many centuries, close to the river. Island Carr is partially its own area also because it was separated from both Brigg and Scawby parish following the construction of the New Ancholme River in the 17th century. HUCA 4 is characterised by the 20th century expansion of the town through the development of new housing estates, schools, parks and civic buildings, its character is residential with a mixture of housing from throughout the century, largely built in brick, with driveways and front gardens. The agricultural landscape is represented in HUCA 5, which contains field patterns from the medieval, post-medieval, and modern periods, some of which are still legible in the landscape in present day.

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Extensive Urban Survey



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