



## LINCOLNSHIRE EXTENSIVE URBAN SURVEY

### Skegness - 2021





## 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 in 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.

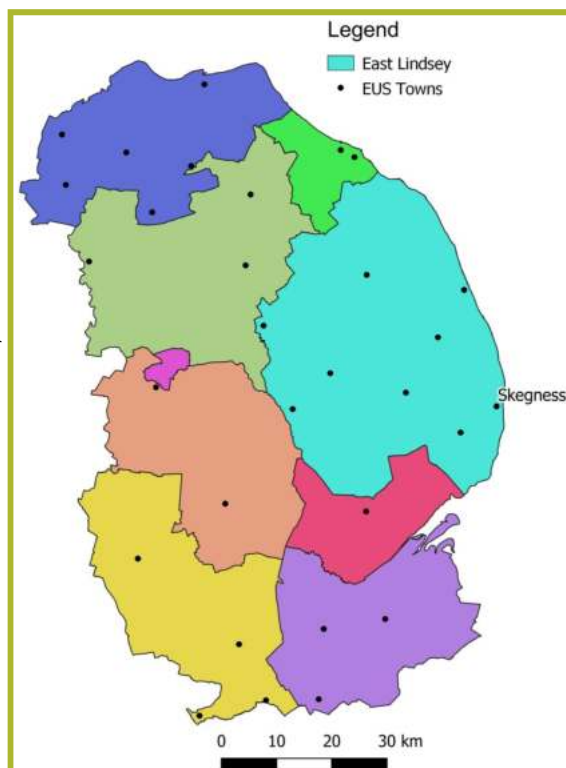
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey. As such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record (HER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF19 p189).

## Location

Skegness is located on the eastern coast of Lincolnshire, within the district of East Lindsey. It is located in Natural England's [Character Area 42—Lincolnshire Coast and Marshes](#). This area is characterised by a wide coastal plain which extends from Barton-upon-Humber in the north, and south to Skegness. The area is bounded by the North Sea along its eastern edge and by the Lincolnshire Wolds to the west. The developed seaside resorts attract tourists to the coast. An undeveloped wild coast with inspiring long views, high levels of tranquillity and numerous nature reserves means that this area is important for access, recreation and green tourism. There is a flat coastal plain to the east, with dramatic skylines across great distances, rising gradually in the west to more undulating land at the foot of the adjacent Lincolnshire Wolds. Cretaceous Chalk underlies most of the area with later Quaternary sand, gravel and clay deposits laid down following glacial activity. Strong marine influences of accretion and erosion shape the coastline with extensive wide, shallow beaches, vast areas of mudflats, major dune systems, continuous lengths of artificial sea defences, and numerous sandy beaches and nature reserves. In the Lincolnshire Historic Landscape Characterisation, Skegness is part of Character Zone GRM5 [The Skegness Holiday Coast within The Grazing Marshes Character Area](#). Its landscape evolution is described as the marshlands were used for grazing... The draining of the salt marsh to create arable farmland seems to have occurred in various different phases, demonstrated by the variation in field patterns and orientation of the field systems across the character zone... There is evidence of some traditional open field agricultural development on higher ground at the southern edge of the character zone... which was later subject to planned enclosure... The earliest nucleated settlements in the character zone were situated on higher ground, which afforded good visibility across the marsh and protection from flooding. The coastal resorts developed in the late nineteenth and early twentieth centuries. The planned resort expansion of Skegness began in 1877 and may have been spurred on by the establishment of several miners' convalescent homes for workers from the Nottinghamshire and Derbyshire coalfields. Butlins opened the first holiday camp at Ingoldmells in 1936, although this has seen substantial redevelopment since. In the post Second World War period a number of fun fairs and several large caravan parks were established throughout the coastal zone. The marshland character of the zone is clearly visible in numerous wide drains, with associated wetland plants. The medieval landscape can be seen in the survival of irregular enclosures and ridge-and-furrow earthworks. Modern fields in the zone often retain significant boundaries, which are indicative of fields that have been consolidated... On lower ground near to the coast, irregular drains and streams may be surviving salt marsh watercourses. In Skegness, the historic settlement core is still identifiable in the sinuous course of High Street.

The British Geological Society records that the geology beneath the settlement is Ferriby Chalk Formation overlain by superficial deposits in vertical bands which change from west-east; these are Clay And Silt Tidal Flat Deposits, Blown Sand, and Beach And Tidal Flat Deposits.

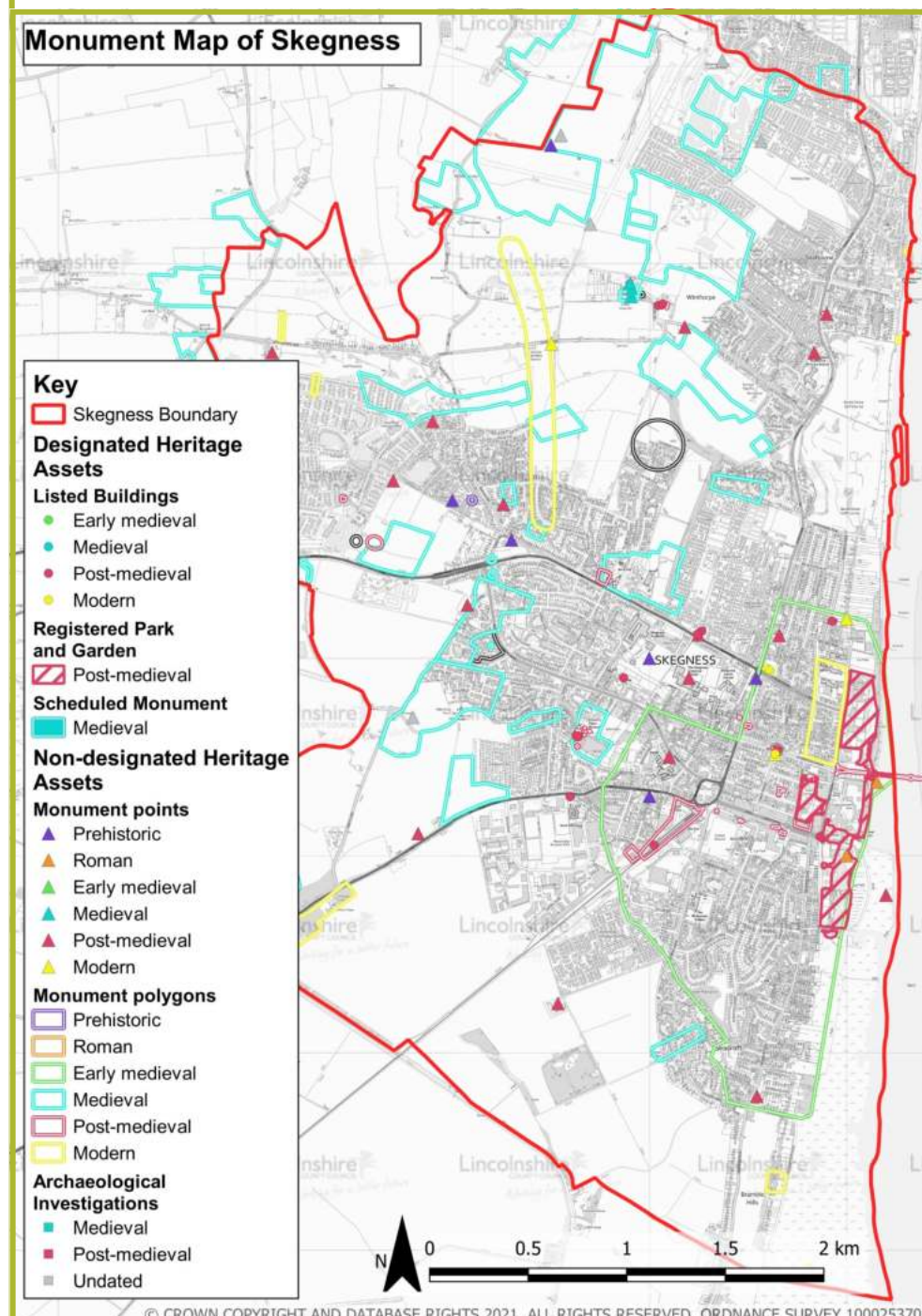
The boundary for Skegness is the parish boundary.



## Summary

Skegness is a quintessential Victorian planned resort town on the Lincolnshire coast. There is partial evidence of a Roman settlement in Skegness, which is believed to have been located a short distance from the modern pier, and has since been destroyed through coastal erosion. In the early medieval period, Skegness is believed to have been known as 'Tric', a name which appears in the Domesday Book of 1086. The settlement remained a very small agricultural and fishing hamlet through much of the medieval and post-medieval periods, and was developed into a planned Victorian town in the late 19<sup>th</sup> century, through the instruction of the 9th Earl of Scarbrough. The early development of the town, included a small number of grid iron streets, adjacent to the seafront and included parks, promenades and the pier. The introduction of the railway to Skegness was also vital to its development, initially encouraging day-trips for the working classes and in the 20<sup>th</sup> century longer holidays. In the 1920's-30s the resort front underwent several large transformations, with the construction of the boating lake as well as the esplanade, bowling greens, and gardens, the design of which was often based upon European destinations. Self-catering holidays became increasingly popular in the mid 20<sup>th</sup> century. Billy Butlin of 'Butlin's', was one of the first entrepreneurs in the area to cater to this type of holiday. This type of holiday continued to increase in popularity, and by the late 20<sup>th</sup> century had also moved into the use of caravans and caravan parks, resulting in Skegness becoming a large caravan holiday destination. As the local hospitality industry developed so too did the residential districts in the town, with several new housing estates erected in the area. From the late 19<sup>th</sup> century to the present day, Skegness has been developed as a resort; this gives it a recognisable sense of

place. Much of the local architecture is designed with entertainment and colour, and the town centre and seafront are also oriented towards leisure.





## 1. HISTORICAL AND ARCHAEOLOGICAL

### BACKGROUND

#### 1.1 PREHISTORIC

Within the survey boundary, the prehistoric period is represented by a small number of possible salt working sites and scattered find spots of tools and axes. During this period the environment was characterised by salt marshes. There is no evidence for permanent settlement although a small number of saltern sites are recorded within the survey boundary. Salt making was a common industry in the low lying parts of Lincolnshire in the later prehistoric period and in Skegness these sites are largely recorded on the west side of the survey boundary, further away from the coast. One recorded site (HER: MLI41672) has evidence of salt production including hand bricks. Fragments of briquetage and a clay pit found at the west of the survey boundary (HER: MLI41690) indicate another possible saltern site. Further possible salt working sites, containing Iron Age pottery, are recorded to the west of Beacon Way (HER: MLI41710) adjacent to a possible Neolithic long barrow (HER: MLI43113). Although this barrow is highly improbable.

Several scattered finds are recorded in the survey boundary including a flint blade, estimated to date to the late Palaeolithic or early Mesolithic (HER: MLI98526). A polished stone axe, dating to the Neolithic era, was found near Wainfleet Road in 1957 (HER: MLI41700). A perforated stone hammer dating from the Bronze Age was also found during building work (HER: MLI41698). The presence of these scattered finds, although not necessarily indicative of settlement, do suggest that local groups were active in the area in the prehistoric period. The coast line has seen substantial geomorphological changes over time and it is likely that some sites from this period have been lost to coastal erosion.

#### 1.2 ROMAN

Evidence for the Roman period is equally not well represented in the survey area. The precise location of the coastline in the Roman period is not known but estimates place it between 4 - 6km further out to sea (Simmonds, 2020).

It is believed that there was a Roman fort in Skegness which has been lost to erosion and since obscured by the sea. The 16<sup>th</sup> century writer and historian, John Leland described the town as once being a 'sumtyme a goeat (great) haven' with a castle, church and surrounding wall. However, it is stated that this was 'clene consumed and eten up with the se'. Potential supporting evidence for this suggestion is found in the Ingoldmells Estate Court Rolls (which once included much of what is now Skegness), which record part of the estate as possessing the name 'Chesterland' or 'Casterland' (Owen & Coates, 2003). Both of which contain the Roman name element from *castrum*—meaning fort or defended camp. This is last mentioned in 1422, providing a potential time that the area was lost to the sea. Furthermore, it is argued that the Romans would be unlikely to leave such a large expanse of coast unprotected so close to a town as important as Lincoln, consequently the presence of a fort somewhere along the coast is highly likely (Whitwell, 1992). If a Roman camp did exist in the area it is thought that it would have been located to the east of Skegness pier (Green, 2015).

Further possible Roman activity at Skegness is provided in a possible ferry terminal in Skegness during this period (Phillips, 1932). This ferry is suggested to have connected Skegness to Brancaster in Norfolk (Kime, 1986). It was not until the 12<sup>th</sup> century that the name Skegness is recorded, prior to this the settlement is associated with the name 'Tric' which appears in early records, including the Domesday Survey. It is argued (Owen & Coates, 2003) that the name 'Tric' is derived from the Latin *Traiectus*, meaning "Crossing" or "Ferry", relating to the possible Roman ferry terminal there, probably connecting to Brancaster across The Wash in Norfolk. Topographically, Tric would have been protected from the force of the sea by the shallow sand bars (which inspired the promontory or 'ness' of the name Skegness).

A sherd of Romano-British lattice decorated greyware, thought to have once been part of a cooking vessel, was found on the beach at Skegness (HER: MLI98526). A 1<sup>st</sup> century Roman Spintria (brothel token) was found near the pier also on Skegness beach (HER: MLI41709). Analysis indicates that this may in fact be a modern copy, as it does not match any recorded Spintria designs, nor does it have the wreath or beaded border which are usual for such tokens.

#### 1.3 EARLY MEDIEVAL AND ANGLO-SAXON

##### 1.3.1 PLACE-NAME EVIDENCE

The origin of the name 'Skegness' is uncertain, however, it is proposed that it could mean 'Skeggi's promontory' or 'beard-

shaped promontory' (INS, 2021). The elements to the name are 'Skeg' and 'Ness', Skeg may refer to the name Skeggi or could also mean beard, in Old Norse. Furthermore, 'ness' is an Old Norse word for 'a headland or promontory (INS, 2021). It should be noted that, although the name elements of Skegness derive from Old Norse, it was not until the 12<sup>th</sup> century that the name appears in the documentary record. Prior to this, the settlement which later became Skegness, is believed to have been called Tric.

##### 1.3.2 DOMESDAY SURVEY

Skegness is not mentioned in the Domesday Survey of 1086, although Tric is mentioned on four separate occasions. The area came under the Wapentake (meaning weapon-take and referring to a way of dividing land) of Candleshoe in the South Riding of Lindsey. The largest landowner in the settlement was Eudo son of Spirewic who had two separate entries in the survey. The first entry includes sokeland to Burgh-le-Marsh which had been held by Godric, Godwin, and Toki prior to the conquest. This comprised 1 household, enough plough land and men for 0.3 of a carucate (a ploughland or carucate was typically around 120 acres, the amount that could be ploughed by 8 oxen in one year) and 30 acres of meadow. The other entry relating to Eudo had previously belonged to Grimkel and Klak before it was awarded to Eudo. This comprised 2 villagers, 0.3 ploughlands and plough-teams and 30 acres of meadow. Count Alan of Brittany had one holding in Tric, which included 1 smallholder 0.5 ploughlands and 60 acres of meadow. Robert the Bursar had one holding in Tric, although this was in an entry which included Tric, Burgh-le-Marsh, Partney, and Greet Steeping and included 2 villagers, 5 freemen, 2.5 ploughlands, 0.5 men's plough teams, and 30 acres of meadow (Powell-Smith, 2011).

#### 1.4 MEDIEVAL

For much of the medieval period Skegness would have been a small settlement. The population of Skegness is recorded in the poll tax of 1377 as 140 people (over the age of 14). By 1563, there were 14 households in the village. Winthorpe was likely a larger village in medieval times, although is now identified as a shrunken village (HER: MLI41679).

The old town of Skegness is believed to have been destroyed by marine flooding around 1525 (Kime, 1969) and a new town and church are recorded to have been built further inland. The Lincoln diocese has a record of the church of Skegness in 1526 and states 'This church and a great part of the parish was submerged in the past year and still remains so'. This combined with Leland's record of 1540 which states that the old town (and possible Roman fort), were swept away by the sea and that a new settlement had been constructed 'builded a pore new thing' (Kime, 1969). There have been numerous sea banks constructed along the Lincolnshire coast in the medieval and post-medieval periods. The Roman Bank is one of the more well known defences. The writer and antiquarian, William Dugdale attributes its construction to the Romans, although more recent scholars believe that it is more likely to be medieval, and possibly as late as the 16<sup>th</sup> century after the destruction of the older town (Kime, 1969).

##### 1.4.1 RELIGION AND EDUCATION

The Church of St Mary (HER: MLI41677) stands on the site of an older 12<sup>th</sup> century church (HER: MLI41678). It was constructed in the 15<sup>th</sup> century, in a Perpendicular style, although small amounts of the 12<sup>th</sup> century building remain in the later building. A medieval cross shaft was discovered in the churchyard of St Mary in 1910, which was repurposed for a war memorial in 1920 (HER: MLI41676).

A church is recorded to have been lost to erosion in 1525 (Whitwell, 1992). This is widely believed to have been dedicated to St Clement and is one of a number of churches lost to the sea on the coast of Lincolnshire, including Mablethorpe St Peter, Trusthorpe, Sutton, and Mumby chapel (Robinson, 1981). Records indicate that stone from this church was recovered by the villages who used it in the construction of the new Church of St Clement's (Green, 2015). St Clement's Church (HER: MLI41699, NHLE: 1229943) has an un-buttressed west tower which is late 13<sup>th</sup> century in style, although the church dates to the mid to late 16<sup>th</sup> cen-



St Mary's Church, Winthorpe.



St Clement's Church



tury when the church was rebuilt in its new location. The church has had large amounts of restoration in the 19<sup>th</sup> and 20<sup>th</sup> centuries and is surrounded by modern residential development.

#### 1.4.2 ECONOMY AND INDUSTRY

During the medieval period, Skegness and the surrounding land were heavily cultivated, with much marshland being used for grazing and also arable farming. Furthermore, a harbour is recorded in the town as early as 1430 and it is recorded that this was used as a small port for trade with the Baltic (Kime, 1986). Throughout the medieval period it's likely the town was a small fishing and farming village, which generated its own local craft economy and took advantage of the larger markets nearby such as Wainfleet, which had a market from at least the early 13<sup>th</sup> century.

#### 1.4.3 LANDSCAPE

There are numerous entries in the Historic Environment Record which record areas of ridge-and-furrow, medieval enclosures, linear earthworks and crofts. These entries demonstrate that the land where Skegness now lies was heavily cultivated in this period. Evidence of ridge-and-furrow is recorded at Warth Lane/Lincoln Road (HER: MLI81194). Earthworks for tofts and crofts (residential dwellings and adjacent land) are also recorded.

A former field system, comprising ridge-and-furrow, hedge banks, enclosures and a drove way have been identified to the north of Winthorpe (HER: MLI90834). These earthworks are probably associated with a nearby moated settlement (HER: MLI41674). Ridge-and-furrow has been identified to the south of Blackstone House (HER: MLI85657). Since 2013, it has no longer been visible. Additional ridge-and-furrow was identified on the site of the later Skegness Water Park (HER: MLI98705), although its construction has removed evidence of the earth-works. Three fields containing ridge-and-furrow which have been divided by boundary ditches are recorded adjacent to Churchill Avenue and Burgh Road (HER: MLI98623). The National Mapping Programme (NMP) has identified several additional areas of ridge-and-furrow and agrarian enclosure (HER: MLI41695, MLI87069, MLI88673, MLI88674, MLI98614, MLI98616, MLI98621, MLI98622, MLI98624, MLI98625, MLI98626, MLI98647, MLI115867, MLI115875, MLI115868, MLI98615, MLI98704, MLI90832). These were characterised as large fields bounded by creeks and hedgerows.

### 1.5 POST-MEDIEVAL

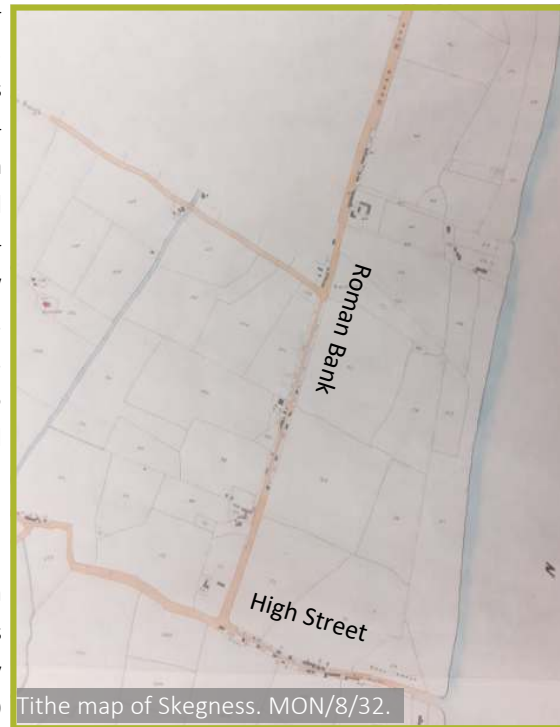
At the beginning of the post-medieval period Skegness solely comprised a small fishing village. The population in this period fell from 14 households in 1563 to 10 families by the 17<sup>th</sup> and early 18<sup>th</sup> centuries (Cole, 1913). By 1801, there had been a slight rise in population to 134 and in 1871 349 people were recorded as living there. In 1881 this had grown to 1338 and by 1901 the population stood at 2140. This dramatic increase is due to the development of Skegness as a resort town which also coincided with a wider movement from villages to towns. By the end of the post-medieval period, Skegness was a thriving resort with several new streets, churches and industries. Skegness in the late 19<sup>th</sup> century was largely owned by the 9th Earl of Scarborough. It was the Earl's investment, guided by his agent Mr Tippet which initiated Skegness' transformation from a small fishing and farming village into one of the most well known resorts in the country.

#### 1.5.1 STREET PATTERN AND DEVELOPMENT

The tithe map from 1849 illustrates that Skegness was still a small



Drain/ dyke in rural Skegness.



High Street and Lumley Road facing west.

village containing a small number of roads, including High Street, Roman Bank, Burgh Road, and Seaview Road. Apart from a small number of farmsteads and churches in the surrounding countryside, the principal area of development was along High Street, with a small number of dwellings on the Roman Bank.

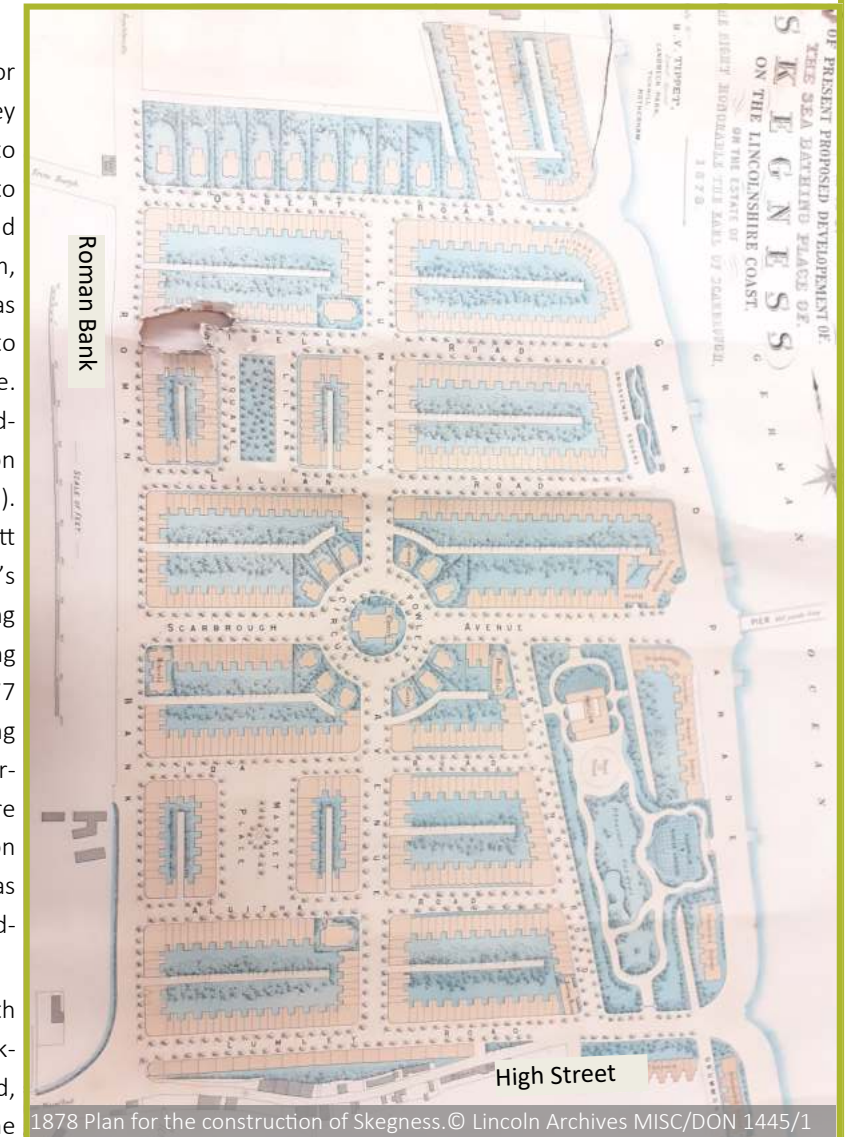
In 1875, due to a decline in the agricultural economy, Lord Scarborough was inspired to develop his estate in Skegness into a resort. Resorts were being developed around the British coast in the 18<sup>th</sup> and 19<sup>th</sup> centuries, coinciding with increasing holidays for the working classes and inexpensive train fares. A branch railway line was extended to Skegness in 1873, without which Skegness would not have grown into a seaside resort. The railway allowed materials and people to be brought in to the town much more effectively than by road. The design for the layout of the town by the Earl of Scarborough was produced in 1876-1878. This design was highly regimented with grid-iron streets, planned intentionally wide to allow for tree planting as well as recreational shopping and promenading. This included Lumley Road, Scarborough Avenue, and Lumley Avenue as well as the smaller streets in-between. It is believed that Scarborough Avenue was intended to be the main shopping street. The plots in Lumley Road were the quickest to sell, likely because the road was the quickest route between the railway and the seafront, and was more likely to see a higher level of footfall (Kime, 1982).

In the 1870s-80s plots of land were advertised for the construction of villas and terraces on Lumley Road. The sale required the purchaser to agree to terms and conditions including the requirement to build within a set time frame, sell for an agreed price or build a specific type of house (Gurnham, 1972). This ensured that the developers, as well as covering the cost of construction, contributed to the overall development of the resort as a whole. Lumley Road included a clause that all new buildings had to be terraced, although this stipulation was relaxed for the other streets (Gurnham, 1972). In the centre of the design, a circular road, Powlett Circus, was constructed around St Matthew's Church (HER: MLI93350, NHLE: 1230006), providing a vista of the church from many of the surrounding streets. A major project for the town began in 1877 with the construction of the sea wall, built using limestone, brought in by rail from the Earl of Scarborough's Roche Abbey quarry, in South Yorkshire (Gurnham, 1972). The Grand Parade was laid out on top of the sea wall at the same time, and it was between this and the Roman Bank that new grid-iron streets were constructed.

Following the Earl's instigation of the resort with the town plan and amenities, Skegness grew quickly. Although its growth in the 1870s had been rapid, it slowed slightly in the early 1880s and by the 1890s it began to grow exponentially again. The pleasure gardens (HER: MLI125371) and pavilion (HER: MLI99432) were built c1896 in one planned construction, designed by Civil Engineers Clarke and Pickwell. The pavilion was the centre focus of the garden and was the principal hall for balls and concerts. In 1895 Skegness Golf Club opened a 9 hole golf course in the sand dunes to the south of the town, in 1900, this was extended to an 18 hole course and the club was renamed 'The Seacroft Golf Club'. In 1897, the clock tower (HER: MLI93348) was erected by public subscription to commemorate the Diamond Jubilee of the Queen.

#### 1.5.2 LANDSCAPE

By the 17<sup>th</sup> century it was common for local landowners to rent grazing land to farmers from the Lincolnshire Wolds and Heathlands to the west for the summer the fattening of sheep. These grazing fields are described to have 'been fenced by ditches,





*there being scarcely a quickset hedge in the parish* and that it was *‘altogether destitute of shelter’* (Kime, 1986). The course of these dykes is highly visible in the modern day landscape and many are still utilised as boundaries in the 21<sup>st</sup> century. However, some have been removed with the introduction of modern farming. By the 19<sup>th</sup> century, more farmers from the Wolds were keeping their sheep upland, causing the price of land rent in Skegness to fall. This decline in agricultural profit was one of the reasons which led to the Earl of Scarbrough to invest in a resort.

Much of Skegness and Winthorpe had been privately enclosed between 1638 and 1740, this was unusual in the marsh landscape which was relatively late to enclose. A Parliamentary Act awarded in 1839 finished the enclosing process (Kime, 1986).

In 1790, defences were raised at Skegness during the Napoleonic War: this included the construction of beacons. The first green on Seacroft Golf Course is thought to be the remains of one such beacon which connected to a sister station on the Norfolk Coast (Kime, 1986). Beacon Way is suggested to have been named in honour of this.

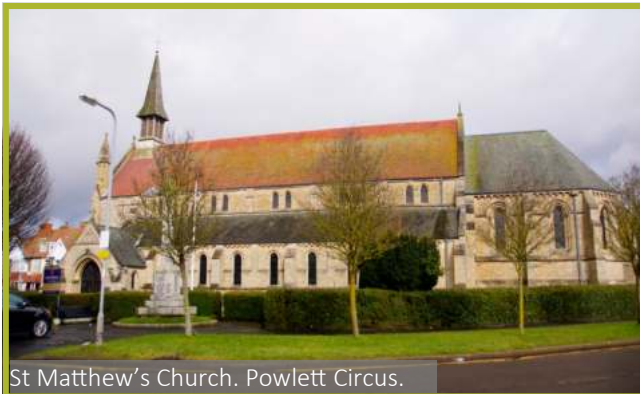
### 1.5.3 ECONOMY AND INDUSTRY



Painting of the early planned town of Skegness. Courtesy of Skegness Town Council.

Skegness continued as a port in the post-medieval period. In 1687 timber, brick and tile were brought through the port for the construction of Gunby Hall (Kime, 1986). However, it appears the main industry in the parish was farming with a small fishing industry.

Skegness had a surge of development between 1873 and 1882, after which a nationwide depression affected the numbers of miners and day trippers visiting the resort. By the mid 1890s the recession had eased causing the town to grow further (Kime, 1986). As stated, until the late 19<sup>th</sup> century the Earl of Scarbrough's interests were still in agriculture, which was still also the largest occupation in the town. As stated, in 1872 falling land rents and a decrease in rental take up encouraged the Earl to look into other earning opportunities. Consequently he was encouraged to develop Skegness as a coastal resort. As part of the development of the town from 1878-1883, the Earl invested a large amount in the amenities of the town including roads, sewerage, a water works, gas works and a brickworks (Gurnham, 1972). Much of this investment was instigated by the Earl's agent, Mr Tippet, through the establishment of separate companies for each amenity. In 1877, the gas works (HER: MLI92069) was constructed next to the railway station, at a cost of £3500, its location chosen so that coal could be delivered straight into the works (Neller, 2011). By 1892 there were 80 public lamps in Skegness. A new brickworks was established to the west of Grantham Drive which supplied the new developments with locally produced brick. A new water works was also constructed in the town in 1880 (HER: MLI43330). This eventually became insufficient for the requirements of the town, and a new tower and works was constructed in 1926. By 1981, this was also demolished.



St Matthew's Church. Powlett Circus.

### 1.5.4 RELIGION AND EDUCATION

The surge in the popularity of Skegness as a resort was matched with an increased number of churches and chapels in the town, catering to the increase in both tourists and residents. In 1884, St Matthew's Church was constructed in a small traffic island, created by Powlett Circus in the centre of Scarbrough Road. It was originally designed with a stone tower, however, the sandy conditions halted these aspirations so instead the church was given a wooden bell-cote. St Matthew's Church became the parish church due to its location, which was more accessible than St Clement's Church, to the main resort.



National School 19thC.

The Seathorne Chapel, was built in the town in 1836 (HER:

MLI99194). It was the primary base of the Primitive Methodist Society until 1882 when a new chapel was built on Roman Bank. The chapel was then used by the Winthorpe Primitive Methodists who held it until they built another new chapel in 1910.

A temporary Wesleyan Methodist chapel was first constructed on High Street in 1837 (HER: MLI99240). This was replaced by a permanent structure in 1848 which, in turn, was replaced with a new chapel on the same site in 1876. This too closed when in 1882, a larger chapel was constructed on Algitha Road in 1882. The Skegness Methodist Chapel (HER: MLI99063), was constructed in 1882 and reflects 13<sup>th</sup> century gothic architecture. The church was altered in the 20<sup>th</sup> century, with the addition of a Sunday School in 1902, and was also partially reconstructed following bomb damage sustained during the Second World War.

The first school in the town was opened in 1839 on the west side of Roman Bank (Kime, 1986). In 1881, the school was replaced when a Primitive Methodist chapel was constructed on the site (HER: MLI99205). This chapel was itself replaced in 1899 when the Skegness Primitive Chapel was built on the opposite side of the road. The original chapel has since been converted into 'School Cottages'. The new chapel could accommodate 500 worshippers (HER: MLI99065) and a church parlour was added in 1924. This chapel has also been converted, becoming a furniture shop in 1979.

The Earl of Scarbrough built a National School for the growing town on Roman Bank in 1880. It underwent many enlargements, until 1921 when the Lindsey County Council constructed Lumley Secondary Modern School. The National School has since been used as an estate agents.

### 1.5.5 RAILWAY AND TRANSPORT

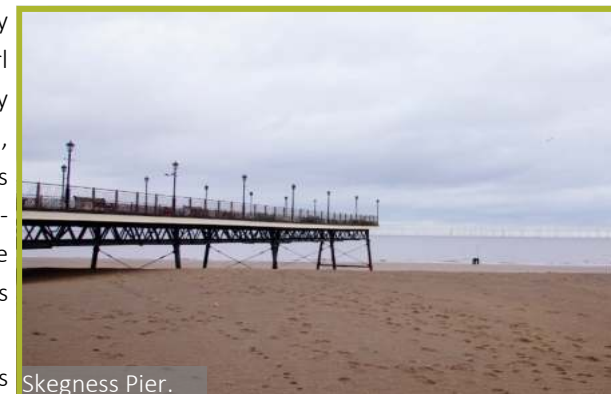
Wainfleet Road was a main route between Skegness and the south of the county, and it was also on the junction of Wainfleet Road and High Street that the railway station was later constructed. In 1790, 'The Perseverance' stagecoach travelled between Spilsby, Boston, Peterborough and Skegness three days a week, changing to daily trips in the summer (Kime, 1986).

The introduction of the railway had a substantial impact on the later development of the town. Skegness was connected to the railway network in 1873. The station was opened in the same year at a cost of £9000 (HER: MLI116212). The railway greatly increased the pace of development in the town and was central to its growth as a resort. Unlike other Lincolnshire resorts, including Cleethorpes and Mablethorpe, Skegness did not receive direct investment from the railway company (Gurnham, 1972). Although, the Great Northern Railway (GNR) did publicise the railway with many famous advertisements. These were encouraged by the Earl and his agent. By 1876, adverts for Skegness were displayed in railway stations in Kings Cross, Nottingham, Birmingham, Lincoln and Sheffield, among others (Neller, 2011). Furthermore, excursions to Skegness from inland cities like Sheffield, Birmingham and London were encouraged, with the introduction of cheap tickets and free access to the Pleasure Gardens (now Tower Gardens), for all excursion ticket holders (Gurnham, 1972).

In the late 19<sup>th</sup> century day trips to the seaside were increasing; this



The Jolly Fisherman, Train station.



Skegness Pier.



coincided with the introduction of bank holidays for all, as well as the advent of relatively cheap rail fares. The amount of day visitors to Skegness saw a sharp increase as the resort became known as ‘a trippers paradise’ (Kime, 1986). At first, the town was unprepared for the numbers of ‘day-trippers’ arriving and reports from the August Bank Holiday in 1882 state that the food stalls were very quickly sold out and that there were not enough return trains for the visitors, resulting in many people having to resort to sleeping in the waiting room or wandering the streets (Robinson, 1981).

During the late 19<sup>th</sup> century company excursions for entire workforces began to take place. In 1877, for example, 2500 employees from GNR’s carriage works in Doncaster, including their wives and children, were brought in to Skegness for their annual excursion (Neller, 2011).

### 1.5.6 RECREATION

#### Accommodation

Skegness became a popular tourist destination in the late 19<sup>th</sup> century, although the earliest hotel, The Vine, originally known as ‘Skegness Hotel’, had been built in the late 18<sup>th</sup> century. Located to the south of the survey boundary on Vine Street, this is possibly the hotel mentioned by John Byng in 1791. The first mention of bathing machines is recorded in 1784 (Gurnham, 1972), although it is believed that they were not new at this time. By the late 19<sup>th</sup> century, more accommodation had been constructed including The Hildreds Hotel (HER: MLI93491), originally called ‘The New Hotel’, which was built by the early 19<sup>th</sup> century on the eastern extent of High Street (Gurnham, 1972). Hildreds Hotel has since been demolished with the Hildreds Shopping Centre now standing where the hotel was. Other hotels included The Moat House, which was demolished in 1890, and the ‘Sea View’, built on Sea View Road in 1862.

Dozens of new houses were constructed in the late 19<sup>th</sup> century, many of which were also used as boarding houses for tourists. In the late 19<sup>th</sup> and early 20<sup>th</sup> century, the boarding houses provided cheaper holiday accommodation, thereby catering for visitors who could not afford hotels.

#### Entertainment

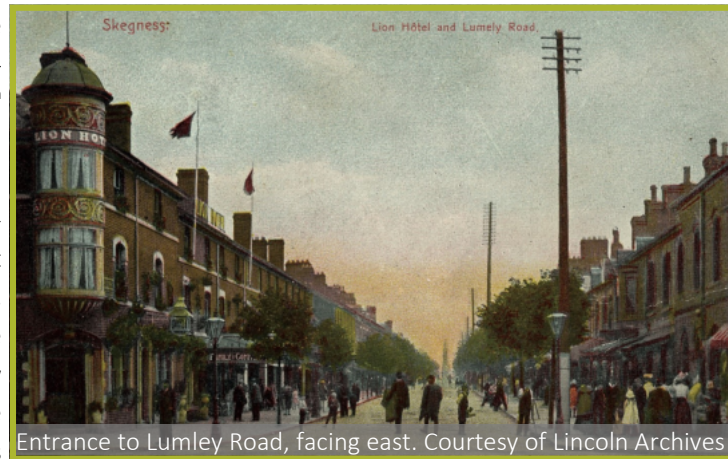
Horse racing was one of the earliest entertainments in Skegness, recorded to have taken place as early as 1829 on the beach; by 1882 the races were held in front of the Sea View Hotel.

The cricket ground was one of the earliest sports venues to be established, funded by the Earl, in the 1880s. In 1895, a match was played between Skegness and the Australian Touring Team. Skegness beat the rivals by 8 wickets (Historic England, 2021). In 1881 the pier was opened. The development was largely constructed at the expense of the Earl.

In 1877, the Earl of Scarbrough formed the Skegness Pier Company. There were 44 designs for the pier submitted with the design by Clarke and Pickwell being chosen. By 1880, construction had started on the 553m (1817ft) long pier which opened to the public in 1881. The head of the pier, which was built in a ‘T’ shape, contained a saloon/concert hall (NPS, 2018). In 1898, the pier head was refurbished and extended with new rooms added. At the time of construction Skegness Pier was the fourth longest in Britain.

By the end of the 19<sup>th</sup> century seaside rides and amusements were surging in popularity for visitors looking to be entertained on their ‘day off’. The first switchback railway in Britain opened in Skegness in 1885, this was located on North Parade and is among the first ‘rollercoasters’ at the seaside resort. The switchback was replaced by the Figure 8 railway in 1908 (Kime, 1986). In the mid-20<sup>th</sup> century, the Figure 8 was part of the amusement park east of North Parade. It was dismantled in 1970, to be replaced by more up-to-date amusements.

The Skegness Esplanade and Tower Gardens are a Grade II registered Historic Park and Garden (HER: MLI125371, NHLE: 1443891). The Tower Gardens were formerly known as the Pleasure Gardens, the name changed following the construction of the clock tower in 1898. The Tower Gardens were built in about 1896, in one planned construction as part of new town. The plans of 1868 were designed by civil engineers Clarke and Pickwell, the same company which designed and built the



Entrance to Lumley Road, facing east. Courtesy of Lincoln Archives



Entrance to Tower Gardens .

pier. The site chosen for its construction was a former coal yard which had been a storage depot for shipments from Tyneside. A new coal yard had been built next to the station, the railway being more efficient for transporting coal than sea travel.

By the late 1880s large amounts of sand had accreted in front of the Grand Parade. The Marine Gardens were constructed over the sand to prevent the dunes ruining the vista afforded from the promenade and to take advantage of newly formed seafront plots.

### 1.5.7 CHARACTERISTIC BUILDINGS

#### Jubilee Clock Tower (HER: MLI93348, NHLE 1229944)

The Grade II listed Jubilee Clock Tower dates to 1898. It was designed by Edmund Winter and constructed with a stone base, and an octagonal tower of red brick banded with stone, the stone top has four faces and a bronze roof. The funds for the tower were raised by a subscription to mark Queen Victoria’s Diamond Jubilee. The tower is a prominent landmark in the town and is visible on the skyline of Lumley Road and along the Parades.

#### The Vine

Although unlisted, The Vine public house is believed to be one of the oldest in the area dating to the late 18<sup>th</sup> century. It has seen numerous renovations since its construction, the most recent taking place in 2021, although it is believed some original features are preserved beneath these alterations. Advertisements of renovations, ‘warm water’, ‘good horses’, and ‘safe drivers’ are recorded throughout the 19<sup>th</sup> century, with thanks and entreaties for customers to return the following season (British Newspaper Archive. 2021). It is believed that the public house was used as a point for smugglers, and in 1902 ‘the skeleton thought to be that of a royal customs officer was discovered within the brick work, although further research is needed to confirm the source of this legend’ (Kime, 1986). Several inlets and creeks made the Lincolnshire coast an ideal place for smugglers. ‘Coronation Walk’ which leads to The Vine is now a wooded footpath although it is a preserved historic boundary from at least the mid 19<sup>th</sup> century and was possibly once a drain or dyke. The Vine is believed to have been the public house mentioned in 1791 in John Byng’s record of Lincolnshire. It was also recorded in 1792 as hosting a large organised cock fight (British Newspaper Archive. 2021).

## 1.6 MODERN AND 21st CENTURY

In the early 20<sup>th</sup> century, Skegness grew in popularity as a resort and continued to develop. In 1925, Winthorpe was incorporated into the parish of Skegness. The population of the town also continued to grow as new houses were constructed: in 1901, the population stood at 2,140, by 1931, this had more than tripled to 9,122, and by 1961 was at 12,847. In the 2011 census, a population of 19,579 was recorded. This rises significantly during the holiday season.

### 1.6.1 STREET PATTERN AND DEVELOPMENT

In the early 20<sup>th</sup> century, several convalescent homes were constructed, often catering for the poor or sick from inland regions. These included the Derby Children’s Seaside Rescue Home, Derbyshire Miners and Friendly Society, Nottinghamshire Home for Children, Men, and Poor girls camp society, The Countess of Scarbrough’s home for Women and Girls. These were generally provided through charity and are believed to have been instrumental to the growth of the town. Skegness Cottage Hospital, opened in 1913, was funded by public subscription for the coronation of King George V. It later became a maternity hospital and is now a day centre. A new hospital was built for the town in the 20<sup>th</sup> century on Lincoln Road and was operational by 1967.

The first council houses were built in 1921 on Tennyson Green and Sandbeck Avenue (Kime, 2012). A large amount of the initial



Clock tower, facing west.



The Vine



Sandbeck Avenue.



development in the 20<sup>th</sup> century took place to the north and south of the town centre, taking advantage of the seafront. It was not until the early-mid 20<sup>th</sup> century, that large-scale development began to take place further inland westwards of the Roman Bank. New semi-detached three-&-four-bedroom houses were built in Lincoln Road and Castleton Crescent in 1939. Large developments continued to take place to the west of the town centre in the mid 20<sup>th</sup> century. These developments are interspersed with caravan parks. In the mid-20<sup>th</sup> century holiday camps also began to appear as the dominant holiday accommodation type in the town. This coincided with a national movement towards self-catering holiday accommodation although many are also used on a permanent residential basis. This area, now has the highest concentration of caravans in Europe, with 28,000 on the Lincolnshire coast (ELDC towns fund, 2020). The popularity of the coast surged in the early part of the 20<sup>th</sup> century. This influx of interest and visitors gave rise to large amounts of unregulated development, much of which had been taking place along the sand dunes. Consequently, in 1932, Parliament passed the Sandhill Act, allowing East Lindsey County Council direct control over the development along the coast. This protection allowed the local authority to regulate building design and increase environmental protection of the sand dunes, eventually contributing to the creation of several salt marsh nature reserves along the coast, including Gibraltar Point (Robinson, 1986).

In the later 20<sup>th</sup> century, the popularity of the coast declined slightly as more people began to travel abroad for their holidays. Despite this the caravan parks have remained and many have also become a primary residence for much of the year. This has coincided with the improved living standards which many of the caravan parks now offer to residents (Skegness Neighbourhood Plan, 2019).

In 1922, the Earl of Scarbrough sold the foreshore to Skegness Urban District Council. Large efforts were made to maintain Skegness as a modern and appealing resort. Skegness town centre has seen substantial changes over the course of the 20<sup>th</sup> century; at the start of the century, boarding houses and hotels were the dominant accommodation type. These had been focussed on Lumley Road but by the mid century, Lumley Road had become a mainly shopping street and many boarding houses had relocated to Grand Parade and North Parade (Robinson, 1989). In the 21<sup>st</sup> century, Grand Parade has been dominated by large amusement arcades and entertainment venues, although North Parade remains a focus for boarding houses and hotels.

### 1.6.2 TRADE AND INDUSTRY

The main industry in the town throughout the 20<sup>th</sup> and 21<sup>st</sup> centuries has been tourism. An industrial estate is extant off Wainfleet Road and a smaller industrial estate has been developed on the former site of the brickworks on Lincoln Road.

### 1.6.3 RELIGION AND EDUCATION

Chapel and church construction continued into the early 20<sup>th</sup> century as the resort grew in popularity. In 1910, a Primitive Methodist Chapel was constructed in Seathorne (HER: MLI99061). A school room was added in 1954. The chapel and school have since come into community use. In 1911, St Paul's Baptist Church (HER: MLI99064) was constructed in red brick in a gothic style typical of early 20<sup>th</sup> century nonconformist chapels. The chapel replaced a prefabricated iron chapel which had previously occupied the site. Many of the former chapels have been repurposed.

In 1933, the Lindsey Education Authority opened Skegness Grammar School on Burgh Road. This school absorbed the Magdalen College School in Wainfleet, which had been established in the 15<sup>th</sup> century (Wickstead, 1989). Several schools were constructed in the town over the course of the 20<sup>th</sup> century, many of them further inland within large residential developments.

### 1.6.4 RAILWAY AND TRANSPORT

In 1900, a second railway line was added to cope with increasing demand. One of the tracks of the second line was removed in 1916 to be sent to France as part of the war effort. The ship transporting it was sunk during its journey and the track was lost. By 1923, the new line had been reinstated. It was also in this year, the Great Northern Railway (GNR) became part of the London and North-Eastern Railway (LNER) which covered the east coast between Southend-on-Sea and Edinburgh (Neller, 2011). As previously mentioned, the railway did not directly invest in the development of Skegness like it did other towns. However, it



did advertise the resort on its posters, the most famous of which was the Jolly Fisherman in 1908. The picture was commissioned from a Kent artist called John Hassall, for a fee of 12 guineas. The words 'SKEGNESS IS SO BRACING' were added, and in Easter of that year the posters were advertised throughout GNR's stations. Furthermore, cheap excursions to Skegness from inland cities such as Sheffield, Birmingham and London were made available, with excursion ticket holders also gaining access to the pleasure gardens for free (Gurnham, 1972).

The railway station was rebuilt in 1936 to allow for additional sidings for the growing seasonal traffic (Mills, 1989). A statue of the Jolly Fisherman was also erected in the station to commemorate the advertising piece which came to symbolise the resort. Skegness station was identified for closure in the plans proposed by the Beeching cuts of 1963. However, following a local campaign, the station was allowed to remain operational. In 2011, the station was renovated, after a number of the buildings had fallen into disrepair, resulting in the demolition of the former station master's office (BBC, 2011).

### 1.6.5 CHARACTERISTIC BUILDINGS

#### The Ship Hotel (HER: MLI93406, NHLE: 1236694)

The Ship Hotel, which is Grade II listed, was built in 1935 by Home Brewery, Nottingham opposite an older inn named 'the Ship Inn', the former having been demolished prior to development of the newer hotel. The Ship Inn is of an Art Deco design constructed of steel and concrete, reflecting the features of a ship, in the days when ocean liners were the transport of choice for the wealthy.



### 1.6.6 RECREATION

The numbers of holiday makers to Skegness steadily rose throughout the Edwardian period. In 1902, there were 226,880 visitors to the town, but by 1913, more than 750,000 had visited the resort in a year (Robinson, 1989). The Seacroft Hydro Hotel opened in 1908 on Drummond Road. Another convalescent home was built by the National Deposit Friendly Society, as a memorial for the fallen of the First World War (NHLE: 1474562). This was located on North Parade, and in 1964 was converted into the Town Hall. Further convalescent homes were opened in Winthorpe, where a Convalescent Home for the Derbyshire Miners and Friendly Societies was opened.

The accretion of new sands following the construction of the Grand Parade and sea wall in 1877, resulted in the construction of the Marine Gardens and in the 1920s the gardens were redeveloped. This new development was coordinated by the council's engineer, surveyor and architect, Rowland Jenkins. His developments included the boating lake, bowling greens, tennis courts, Suncastle Solarium, a waterway, The Esplanade, a folly and a rose garden. Jenkin's designs were partially inspired by his walking tours on the continent, these included the walking path along side the boating lake, which was originally called the 'Axenstrasse', based on a scenic route in Switzerland. This design included rustic rocks, fences, arches, bridges and a faux castle ruin which were designed to reflect the St Gotthard area of the Swiss Alps (Historic England, 2021).

The Esplanade, which means 'large, open path', was created on a new sea wall constructed along the high tide line. Several buildings were also constructed upon the Esplanade, to the east of Grand Parade, including the Embassy Ballroom in 1929, the open air swimming pool and an orchestral piazza. In 1982, the Embassy Ballroom underwent a large renovation project, converting it to the Embassy Centre, which was in turn replaced with the Embassy Theatre in 1999. The original footprint of the original construction was retained, but many of the internal features were lost (Historic England, 2021). In 1924, the boating lake was constructed, which proved so popular that it was enlarged within two years





(Robinson, 1981). In 1930, North Parade was developed with permanent attractions; the Suncastle Solarium was one such attraction. Constructed in 1932, the Suncastle was fitted with ‘ultra-violet ray transmitting glass’, which would enable visitors to get a sun tan during inclement weather. Along with Jenkin’s other designs, the Suncastle is playful with a crenelated roof, and many vertical windows reminiscent of arrow slits. The sun lamps were removed shortly after its construction, due to the requirement that robes and dark glasses had to be worn while beneath them (Kime, 1986). The open air swimming pool, known as the ‘Wonderpool of the East Coast’ (Mills, 1989), was replaced in the late 20<sup>th</sup> century by an indoor pool and leisure centre.

The 10th Earl, unable to sell building plots, created ‘The Park’ in 1900 as an added feature of the resort (Gurnham, 1972). This became known as ‘The Jungle’, an entertainment space which would later be used by Billy Butlin in one of his first shows in the town. He began in 1921 with a hoopla stall. The land immediately south of the pier on the Esplanade was developed as an amusement park, a development in which Billy Butlin was instrumental, introducing Canadian dodgems to Britain. By 1934, he had opened eight seaside amusement parks, and also operated Christmas fairs. It was also in the mid-1930s that he started to look into developing holiday camps. Butlin’s Holiday Camp opened in 1936, costing £100,000 to build, located on farmland between the Roman Bank and the Sand Hills. The sea defences here required strengthening, resulting in the excavation of a large pit which later became a recreational lake. Part of his inspiration came from holiday camps he had seen on the Isle of Man. The early design comprised chalets which reflected Elizabethan or mock-Tudor architecture, and were advertised as such. After the Second World War, caravan sites began to be formalised and static caravans became a cheap option for holiday makers. Such was the popularity of this holiday park that in Skegness by the late 1980s, 90% of the accommodation was in static caravan parks, which dominated the northern area of the town.



The first golf course was opened to the south of the town in the late 19<sup>th</sup> century. In 1910, a second golf course opened to the north of the town called North Shore Hotel (HER: MLI86086); it was later greatly expanded.

The pier has seen several episodes of change and regeneration throughout the 20<sup>th</sup> century. In 1919, a schooner boat, the Europa, dragged its anchor in a gale, destroying 150 feet of the pier, from the central section. A gangway was erected between the two halves, but it was not until 1939 until it was fully repaired. The pier was sold to the council in 1926 and in 1936, the pier entrance was altered when the former ramp was removed and a café and shops were built. The gothic architectural style of the pier was also changed in 1937, to a ‘modern’ art deco design. By 1939, the pier was ‘sectioned’ to prevent German invasion. The art deco pier entrance was demolished in 1971, at which point, new arcades, shops and a café were constructed. A storm surge of 1978, destroyed sections, resulting in the ‘T’ shaped pier-head theatre being demolished. The length of the pier is now 118m (387ft).

The Tower Cinema was opened in 1921. Due to bomb damage sustained during the Second World War, it was closed until 1951, having been almost entirely rebuilt.

1.6.7 MILITARY

The position of Skegness on the coast makes it a strategic location for defence. During the First World War, the Lincolnshire coast was heavily fortified. In Skegness, concrete pillboxes were constructed in strategic positions (HER: MLI43284, MLI88666, MLI88668, MLI88670). Defences within the town included anti-glider ditches (HER: MLI98619). In 1964, an observer post was opened (HER: MLI125179), which remained open until 1991.

A war memorial was unveiled in 1923 adjacent to St Matthew’s Church commemorating the fallen of the First World War (HER: MLI124901, NHLE: 1441366). The design reflects memorials erected in war cemeteries world-wide, featuring a Cross of Sacrifice, first designed by Sir Reginald Bloomfield. A dedication was added following the Second World War, to honour the servicemen and civilians of Skegness who lost their lives.









## 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 identified and analysed as wider areas.

The HUCTs are divided into 14 periods (see table below); 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.

The values are as follows:

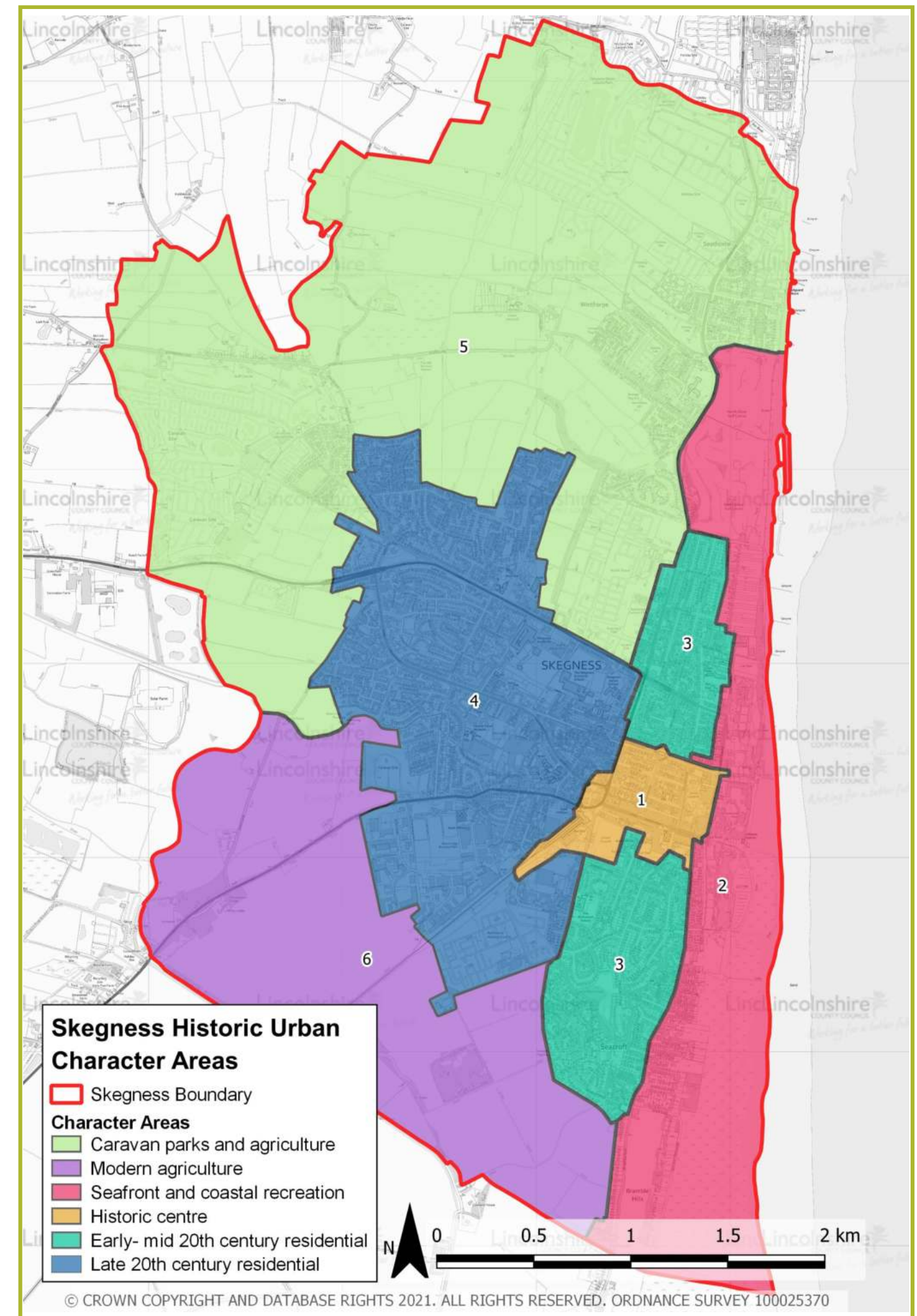
**Evidential:** the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might involve both national and local archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. 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

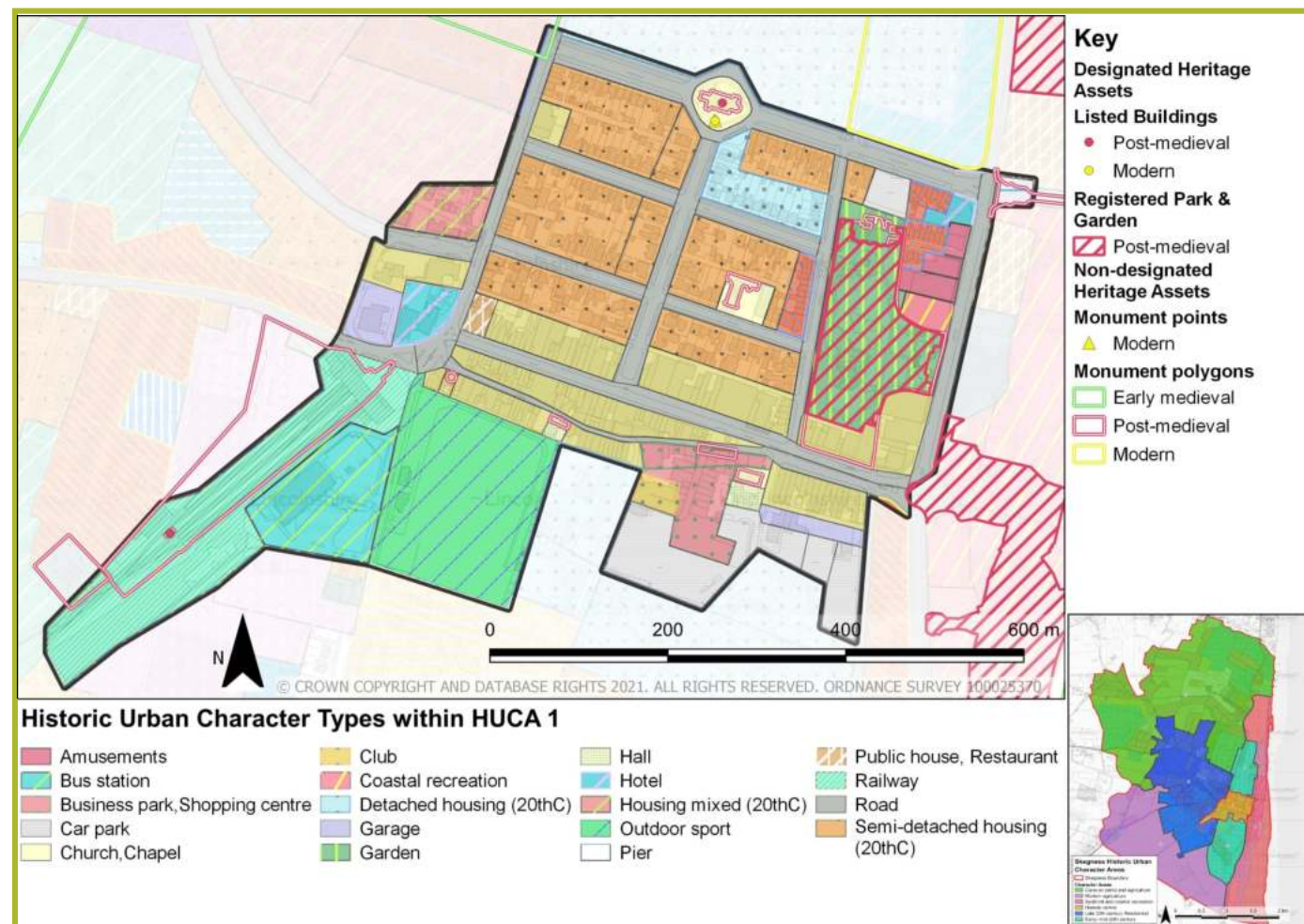




Conservation Principle values	
This table can be used to understand how value has been assigned in the value tables, found in the Historic Urban Characterisation Area Assessments (HUCAs).	
Evidential value	
High	There is a high potential for the heritage assets within the HUCA to contribute to an understanding 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 of 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 our understanding of 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 our understanding of 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 re-development 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 2019 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 support 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.			
Recent design-related guidance, including the National Design Guide and the National Model Design Code, explicitly reference the significance and value of understanding the historic character of a place. Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage. In all cases the EUS programme, and its products, are directly aligned with the aspirations in these key planning guidance advice notes and emerging legislation.			





## HUCA 1— Historic centre

### Key characteristics

- ◆ Traditional town centre, including two main shopping streets, with no market place.
- ◆ High Street, Lumley Road and Roman Bank comprise the main shopping thoroughfares.
- ◆ High Street is a curving and narrow preserved medieval street.
- ◆ Residential streets to the north possess a high proportion of hotels and B&Bs.
- ◆ Largely built between the mid-19<sup>th</sup> and early 20<sup>th</sup> centuries. Some earlier buildings are extant on High Street and Roman Bank.
- ◆ Terraced, semi-detached and detached buildings.
- ◆ Buildings are mainly of 2-4 storeys.
- ◆ The 19<sup>th</sup> century roads planned in a regular, grid iron, are generally wide and often tree-lined.
- ◆ Red brick, some made locally, is the dominant material with traditional wood and uPVC windows.
- ◆ 20<sup>th</sup> century pier head.

### Landscape History

Roman Bank and High Street are the two earliest roads within the character area and were probably established in the early post-medieval period. The post-medieval development on the High Street was possibly the area described by John Leyland as being the 'pore new thing' in the 16<sup>th</sup> century, following the destruction of the older medieval town of Skegness. It is this area which is shown on maps from the 19<sup>th</sup> century as being developed. The character area was agricultural before being developed, although the later site of Tower Gardens was constructed on the site of a coal yard which received coal transported by sea. The impetus for developing the character area came from the 9th Earl of Scarborough, who had aspirations to found a coastal resort. The railway was connected to Skegness in 1873, which had a major impact on the development of the later town and was directly responsible for its success as a resort. In 1876-78, plans were created of the new resort including streets, shops, gardens, and entertainment. These were created by the Earl and his agent Mr Tippet. Development of some of the town was completed in the 19<sup>th</sup> century, although much of the residential development took place in the early-mid 20<sup>th</sup> century. Traditional shop fronts on High Street and Lumley Road have been modernised in the 20<sup>th</sup> century; however, much of the 19<sup>th</sup> century architecture survives above the frontages.



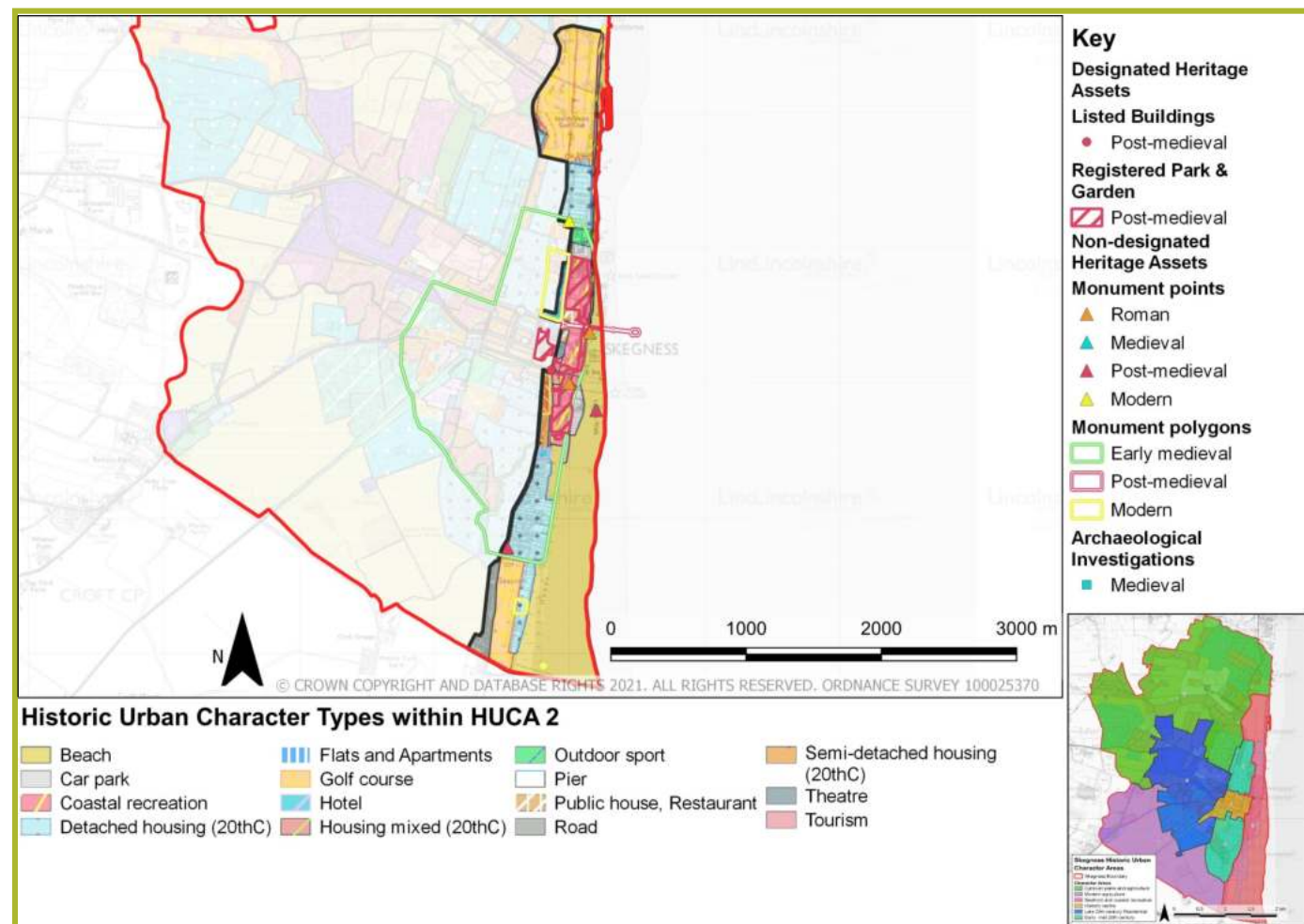
**Evidential Value:** The early resort development of Skegness is within this character area. The planned streets, churches and designed buildings are a tangible record of the initial construction of the town and the aspiration behind it. St Matthew's Church (HER: MLI93350, NHLE: 1230006) represents the aspirations of the Earl of Scarborough to provide religious access to visitors of the resort. The Tower Gardens (formerly the Pleasure Gardens) is a listed Park and Garden (HER: MLI125371, NHLE: 1443891) and demonstrates early park and garden design in the 19<sup>th</sup> century. There is potential on the High Street for as yet unknown archaeological remains.

**Historical Value:** The development of the town as a resort is well documented through planning papers of the 19<sup>th</sup> and 20<sup>th</sup> century. The character area makes a large contribution to understanding of the development of seaside resorts and of 19<sup>th</sup> century town planning. Tower Gardens is a historically significant 19<sup>th</sup> century garden, with several retained historic elements including a pond, bridge and band stand.

**Aesthetic Value:** The character area has had a high degree of transformation over the 20<sup>th</sup> century, although many of the initial designed elements have been retained. The pier head has had two major episodes of redevelopment since its initial construction in 1877, the older elements are no longer visible. High Street, which is one of the oldest streets in the town is enclosed, narrow and curving and is visually very different to the planned wide, straight streets of the later 19<sup>th</sup> century town.

**Communal Value:** There are several assets within the character area which engage the public on the history of Skegness. Tower Gardens and the pier are particular areas of importance. High Street and Lumley Avenue both contain both domestic and recreational shops as well as cafes and churches. High Street, which is pedestrianised in the high season is locally known as 'Chip Pan Alley' in reference to the numerous fish-and-chip shops which are associated with collective memories of seaside excursions.





## HUCA 2— Seafront and coastal recreation

### Key characteristics

- Classic seafront comprising coastal recreation, beach front residential properties and hotels.
- 2-4 storeys with many properties facing towards the coast.
- The beach and seafront is the focus of the character area. The residential properties generally face the sea.
- Amusements range from small kiosk to large multiuse amusement arcades.
- Large landscaped gardens and faux boating lake.
- High quality of street furniture, benches, bins, sign post many of which are decorative or feature the Jolly Fisherman motif.
- Street ornamentation decorative street lighting. Brightly painted railings and flower boxes.
- Largely pedestrianised apart from the main 'Parades' and car parks.

### Landscape History

The Lincolnshire coastline has been subject to much complex change through erosion in the medieval and post-medieval periods to accretion in the late 19<sup>th</sup> and 20<sup>th</sup> century. It is believed that the coast has eroded as much as 4-6km since the Roman period. The character area therefore, until the medieval period would have been more inland, and was likely used for agriculture comprising grazing marsh or arable. A map from 1851, demonstrates that the shore was much further inland at this point. In 1877, a new sea wall was developed beneath the Grand Parade, defining a new coastal boundary for the new developments which were taking place for the resort town. Amusements were established on the beach and in the sand dunes and the Pier provided visitors a safe way to walk out into the waves. Accretion in the late 19<sup>th</sup> century resulted in the development of Marine Gardens and throughout the 1920 and 1930s new development and sea defences were constructed to the east on reclaimed land, through the vision of Rowland Jenkins. Jenkins incorporated a large areas on the seafront and his creations included the boating lake, fairy dell, and the Suncastle. This new development included amusement parks, created by Billy Butlin among others. The pier, amusement arcades, and parts of the seafront have been developed and redeveloped throughout the 20<sup>th</sup> and early 21<sup>st</sup> centuries, providing an up-to-date entertainment offer for tourists and visitors.



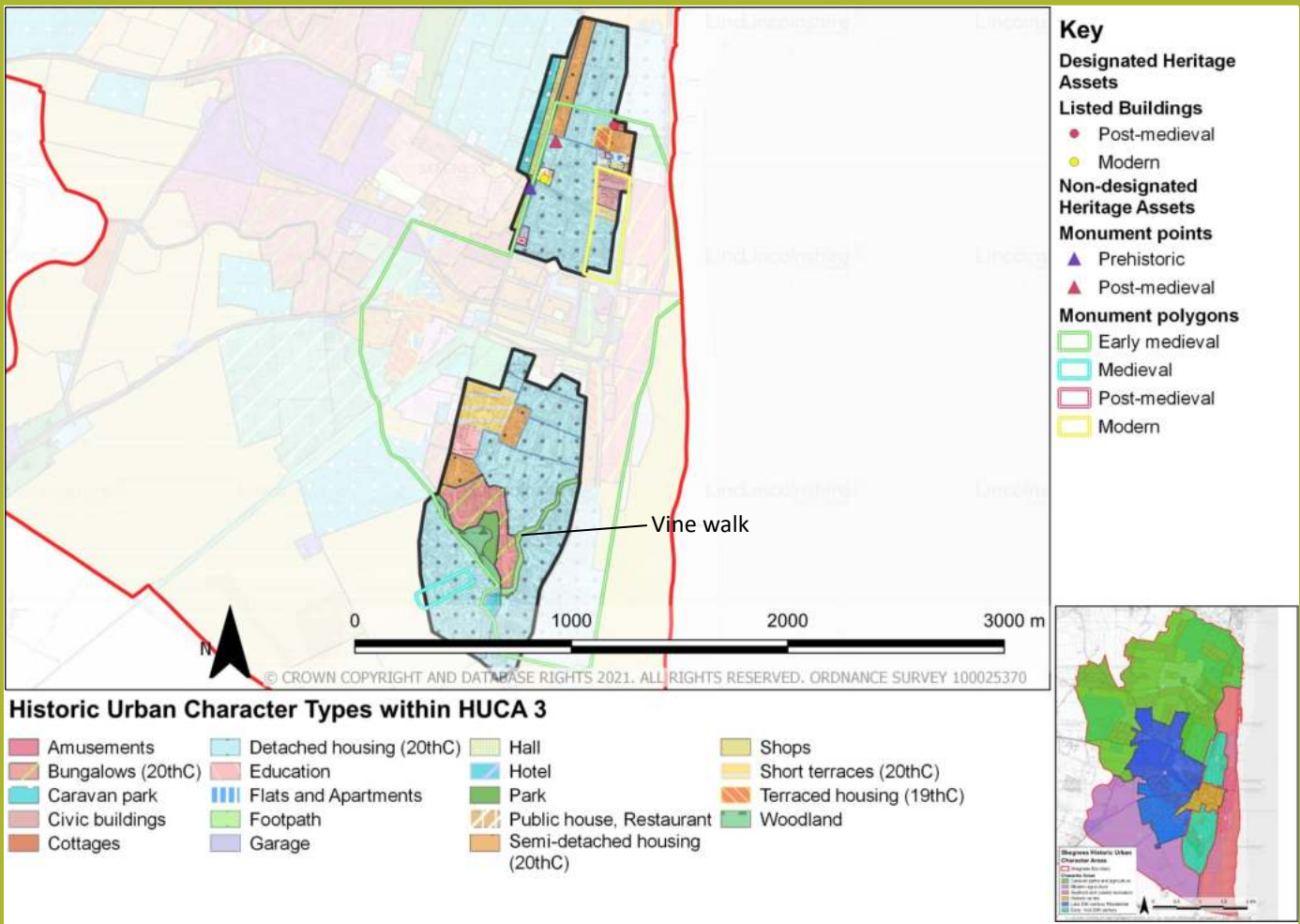
**Evidential Value:** The processes which contributed to or directly led development are highly visible within the HUCA. The Grand Parade, promenade, seafront and amusements all provide evidence on the planned nature of the area. The late 19<sup>th</sup> and 20<sup>th</sup> century development have shaped the character area into an easily recognisable resort. Much of the evidence within the character area is recorded and designated including the Esplanade and Tower Gardens which are a designated Registered Park and Garden, the clock tower and the pier.

**Historical Value:** The process behind the development of the character area is well recorded through maps and planning documents. This makes the character area unusual as its development and the aspirations behind it are easily recognisable both in the historical narrative and in tangible buildings. This provides a large amount of contextual data for resort planning throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries.

**Aesthetic Value:** The character area represents a quintessential British seaside 19<sup>th</sup> and 20<sup>th</sup> century resort. This is immediately visible through the use of architecture, design and layout. The development of the area is distinguishable through the Victorian and Edwardian bowling greens, architecture, and gardens and the 20<sup>th</sup> century entertainments which range from the boating lake, fairy dell and scenic walking paths of the 1920-30s. Late 20<sup>th</sup> and 21<sup>st</sup> century architecture and alterations also contribute to the ever-changing requirements of a seaside resort and the visitors that it caters to.

**Communal Value:** The main resort of the town is within this character area, which is almost entirely focused towards the public. Entertainments which have a long standing history such as the lake, fairy dell, bowling greens, parks and amusements provide a tangible link between modern and historical seaside recreation. This history is well displayed through the use of information boards. The private residences which face the sea are interspersed with holiday accommodation and residential homes.





HUCA 3— Early-mid 20th century residential

Key characteristics

- ◆ Residential.
- ◆ Straight main roads parallel to the sea.
- ◆ Constructed along the coast in the early-mid 20<sup>th</sup> century.
- ◆ Residences are built in brick with uPVC windows with tile roofs.
- ◆ Ornamental architecture with an emphasis on mock-Tudor.
- ◆ High number of balconies.
- ◆ Buildings face towards the street with active frontages, many sharing communal views towards the sea.
- ◆ Houses are largely two storey detached or semi-detached with a small number of bungalows.
- ◆ Houses possess front and rear gardens as well as driveways.
- ◆ Well defined boundaries including hedges, walls or fences.
- ◆ The Vine public house is one of the oldest buildings in the town, dating to the 18<sup>th</sup> century.
- ◆ Many decorative lintels, with rounded archways for doors and art deco designs common.

Landscape History

In the medieval period the character area was likely grazing marsh land and arable. It was also likely to have been more inland, due to the erosion of the coast throughout the medieval period. Prior to the development of the character area, it was predominantly agricultural land which had been enclosed in the 17<sup>th</sup>-18<sup>th</sup> century. In the late 19<sup>th</sup> and early 20<sup>th</sup> century, much of the character area had become allotments. Although some buildings date to the 19<sup>th</sup> century, much of the development of the character area took place in the first half of the 20<sup>th</sup> century as Skegness grew as a resort. The expansion of the town occurred to the north and south paralleling the sea shore, before moving in-land in the years following the Second World War. ‘The Jungle’ an informal park established in the early 20th century was the site of an entertainment venue used by Billy Butlin, it has been developed throughout the century. The earliest council built houses are within the character area, in the vicinity of Sandbeck Avenue and Tennyson Green. The main roads have been constructed parallel to the sea and smaller roads extend towards the sea. The Vine public house, is believed to date to the 18<sup>th</sup> century and is likely the earliest hotel in Skegness. It has seen several renovations since this period.



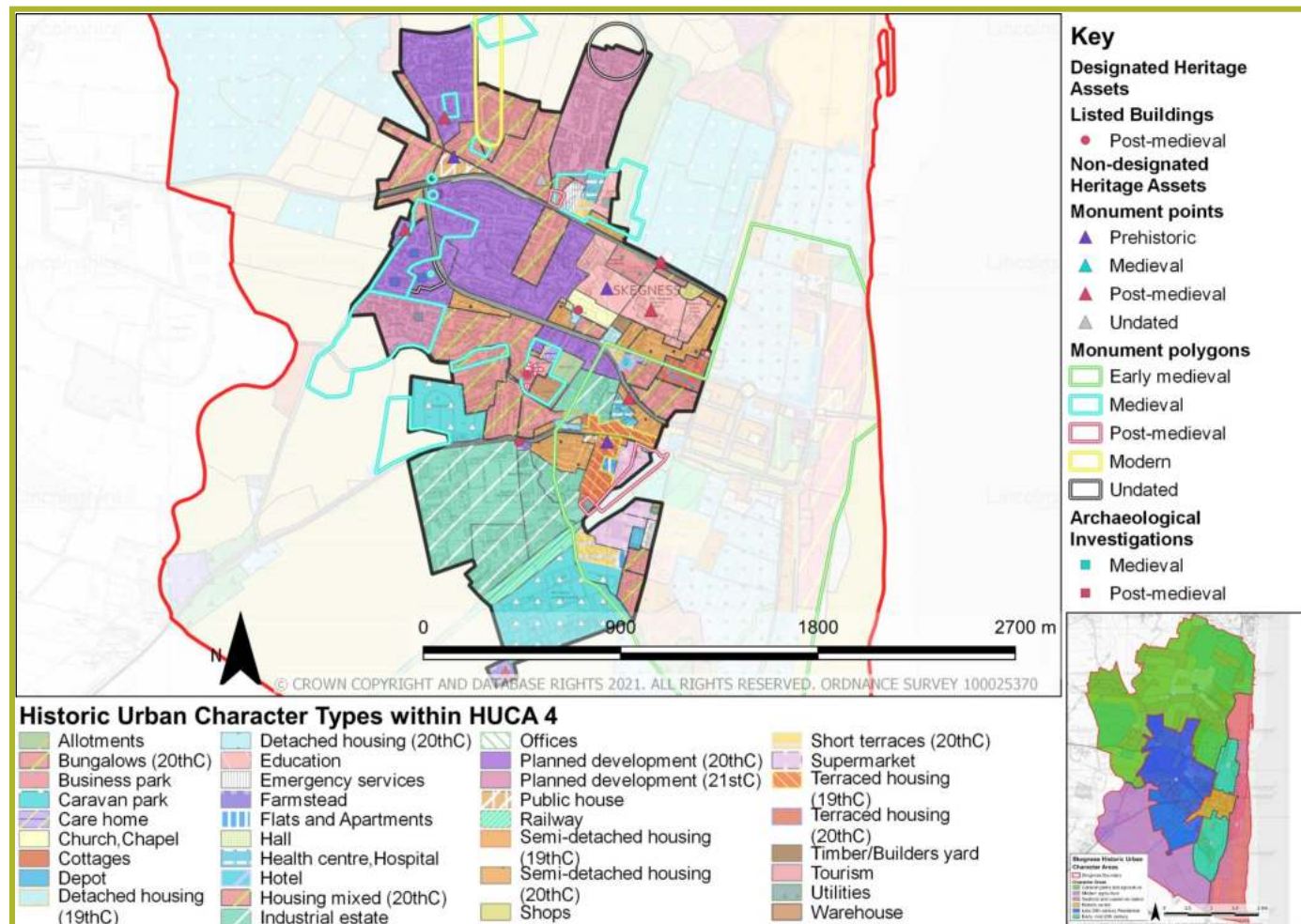
**Evidential Value:** The character area was developed prior to the requirement for excavation as part of development, therefore little is understood about the presence or nature of remains within the HUCA. The Vine dates to the 18<sup>th</sup> century and is thought to be the earliest inn in Skegness. The Ship Hotel (HER: MLI93406, NHLE: 1236694) is listed, and dates to 1935; it was built as a brewery to replace an earlier Inn. The character area was developed at a time when Skegness was growing as a destination; as such it contributes to the development of Skegness as a town.

**Historical Value:** Historic references relating to The Vine provide context about Skegness as an early resort. It is believed to be the inn referenced by John Byng in 1791, at which time coastal holidays were becoming common for wealthy members of society.

**Aesthetic Value:** The architecture within the character area creates a consistent aesthetic. Mock-Tudor, Art Deco, and the Garden City Movement feature heavily and these styles are reflected across the character area. The irregular sinuous course of ‘Vine Walk’ reflects a post-medieval boundary line defined, in the 19<sup>th</sup> century, by a drain. The curved door ornamentation is repeated across Skegness.

**Communal Value:** The character area is predominantly privately owned residential housing; however the public houses within the area provide communal value, and contribute to the narrative of the town. The Vine is known as a ‘smugglers den’, contributing to the sense of place for locals and visitors alike and connecting the area to the history of the Lincolnshire coast.





## HUCA 4— Late 20th century residential

### Key characteristics

- ◆ Mixed use including industrial areas and schools but predominantly a residential character area.
- ◆ Developed in the 20<sup>th</sup> century.
- ◆ Mixture of residential detached, semi-detached and bungalow development.
- ◆ Mixed material usage including red, buff and brown brick; windows are predominantly uPVC.
- ◆ Variety of styles, 1-2 storeys.
- ◆ Schools and industry grouped in focussed areas.
- ◆ Houses set within gardens often with driveways.
- ◆ Grass verges.
- ◆ Some street furniture including benches.

### Landscape History

Frequent records of ridge-and-furrow indicate that the area was agricultural in the medieval and post-medieval periods. The parishes of Skegness and Winthorpe were privately enclosed between 1638 and 1740, and many of the boundaries date to this period. These historic boundaries have largely been removed since the development of the character area in the 20<sup>th</sup> century. A small number of 19<sup>th</sup> century farmsteads were extant prior to the development of the character area, many of these have since been removed. The Village Museum, is one farmstead which has been retained and converted into a museum, it also contains local buildings saved from demolition. St Clement's Church contains architectural elements from the 12<sup>th</sup> century although it is widely believed to have been relocated to this location in the 15<sup>th</sup> century, following its destruction from coastal surges. It was also at this time that the rest of the structure was constructed. The character area caters for the local population and does not focus on tourism to the same extent as HUCA 1,2 and 5.



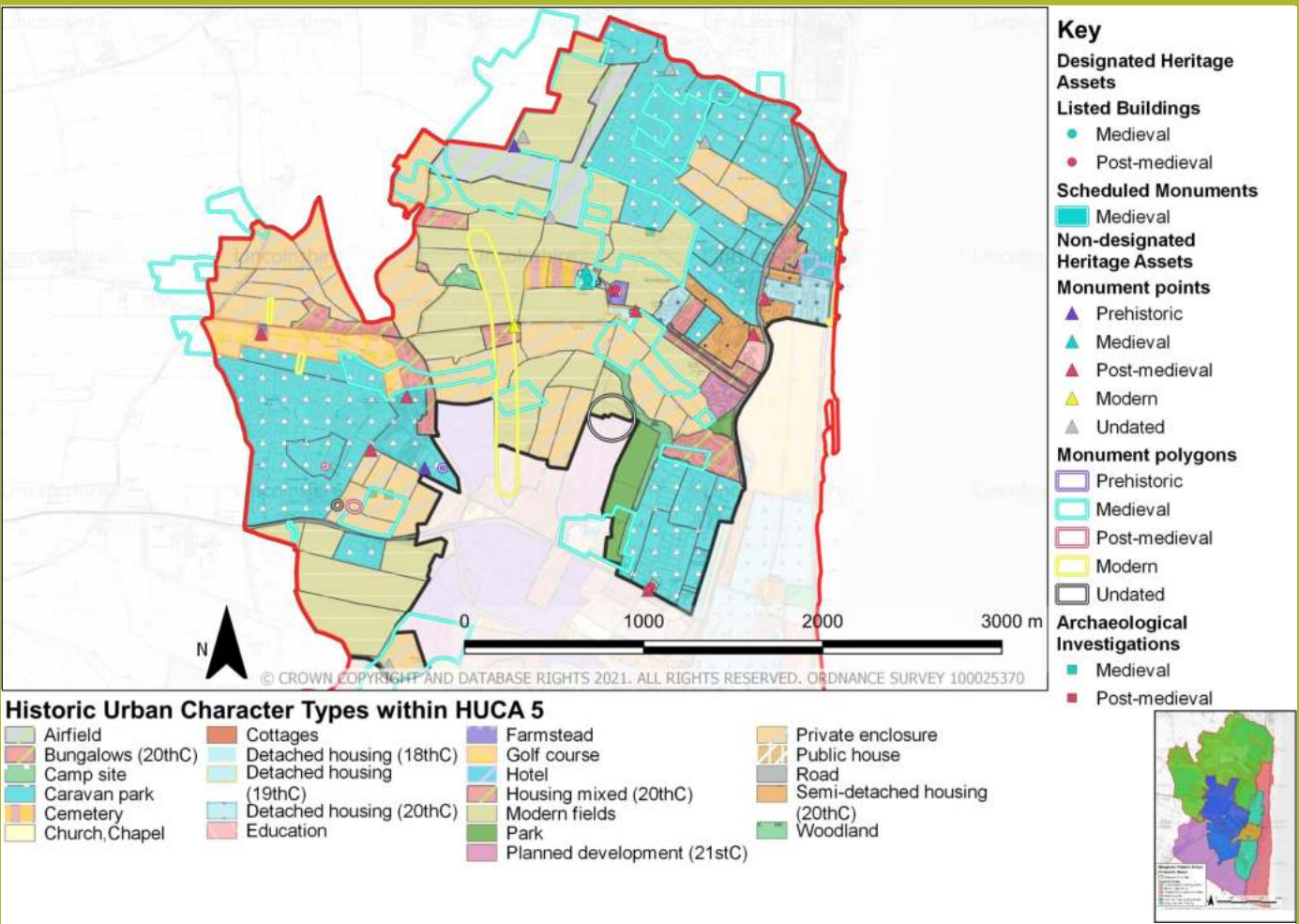
**Evidential Value:** There is a large amount of recorded ridge-and-furrow within the character area, although much of this has since been obscured by later residential development. St Clement's Church contributes to a wider understanding of the destruction of the earlier medieval village of Skegness, and its subsequent reconstruction. The former sites of the brick and gas works were located within the character area which were utilised to develop the later town of Skegness.

**Historical Value:** The character area provides context for the medieval and post-medieval agricultural history of the town. This evidence demonstrates the wider agricultural use of the marshes which directly influenced the development of local settlements. The destruction and reconstruction of Skegness is an important element of its narrative as a settlement. The rebuilding of St Clement's Church provides evidence of this.

**Aesthetic Value:** The Village Museum, post-medieval farmsteads connect the public to the history of Skegness as a former farming village. Despite these monuments, much of the historical character, including the former field boundaries have been enveloped by the later development.

**Communal Value:** Although the character area is predominantly owned privately, monuments like St Clement's Church, and The Village Museum connect the public to a shared history of Skegness and the wider area.





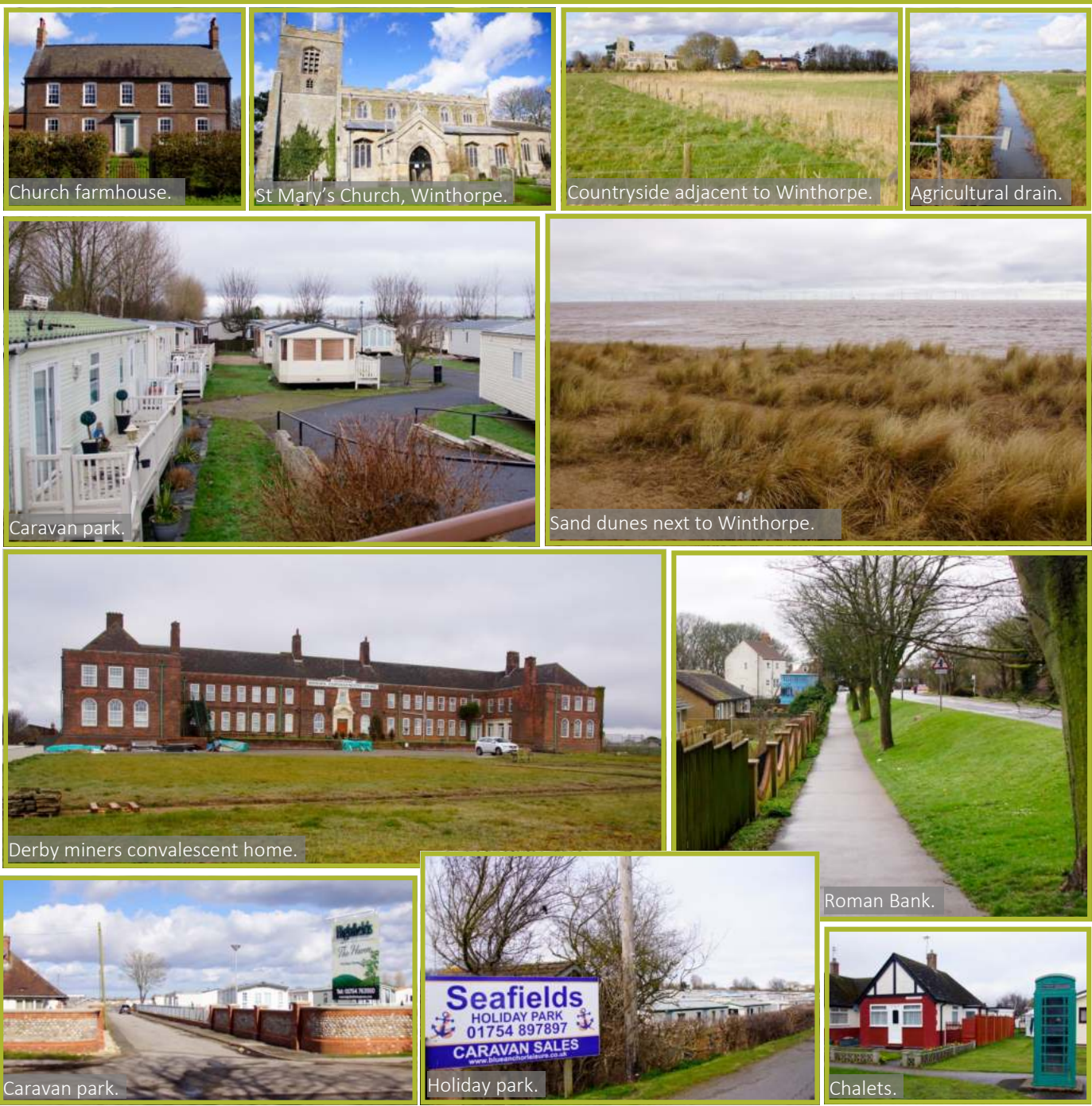
HUCA 5— Caravan parks and agriculture

Key characteristics

- ◆ Characterised by caravan parks which are located throughout the character area.
- ◆ Chalets.
- ◆ Agricultural land comprising a mixture of private enclosure and modern fields.
- ◆ Mixture of post-medieval and modern fields.
- ◆ Fields bounded by drains.
- ◆ Winthorpe village is located centrally within the character area.
- ◆ Roman bank is a former raised sea defence now a main road.

Landscape History

Remains from the prehistoric period include saltern sites (the sites of salt production), indicating early land usage and providing context for environmental conditions during this period (HER: MLI41701, MLI41672). Winthorpe village is likely one of the earliest areas of settlement within Skegness. St Mary’s Church (HER: MLI41677, MLI41678, NHLE: 1229941), dates to the 12<sup>th</sup> century and is one of the earliest structures in Skegness. Extensive evidence of ridge-and-furrow earthworks are recorded in the character area indicating wide spread arable agriculture. ‘Roman Bank’ is a sea defence which likely dates to the post-medieval period, thought to have been built following coastal surges in the 16<sup>th</sup> century. It is raised above the surrounding area. Between 1638 and 1740 the parishes of Winthorpe and Skegness were enclosed by private agreement, the remaining land was enclosed by a Parliamentary Act in the 19<sup>th</sup> century. Until 1925, Winthorpe was a separate parish. The character area remained largely agricultural until the mid-late 20<sup>th</sup> century. It was during this period that caravan parks began to be developed; these parks were initially more common towards the seafront within modern Winthorpe and Seathorn, however in the 1970’s the development of large caravan parks increased, constructed further inland on available fields. Some of the fields have been amalgamated to form large modern fields, although there are still many which retain the former boundaries following earlier enclosure. These boundaries are often drains though there is also a small amount of hedge cover. A statement made in the post-medieval period commented on the wide unsheltered areas and that the area was divided by drains. These drains would have served a practical function of draining the marshlands and controlling water flow.



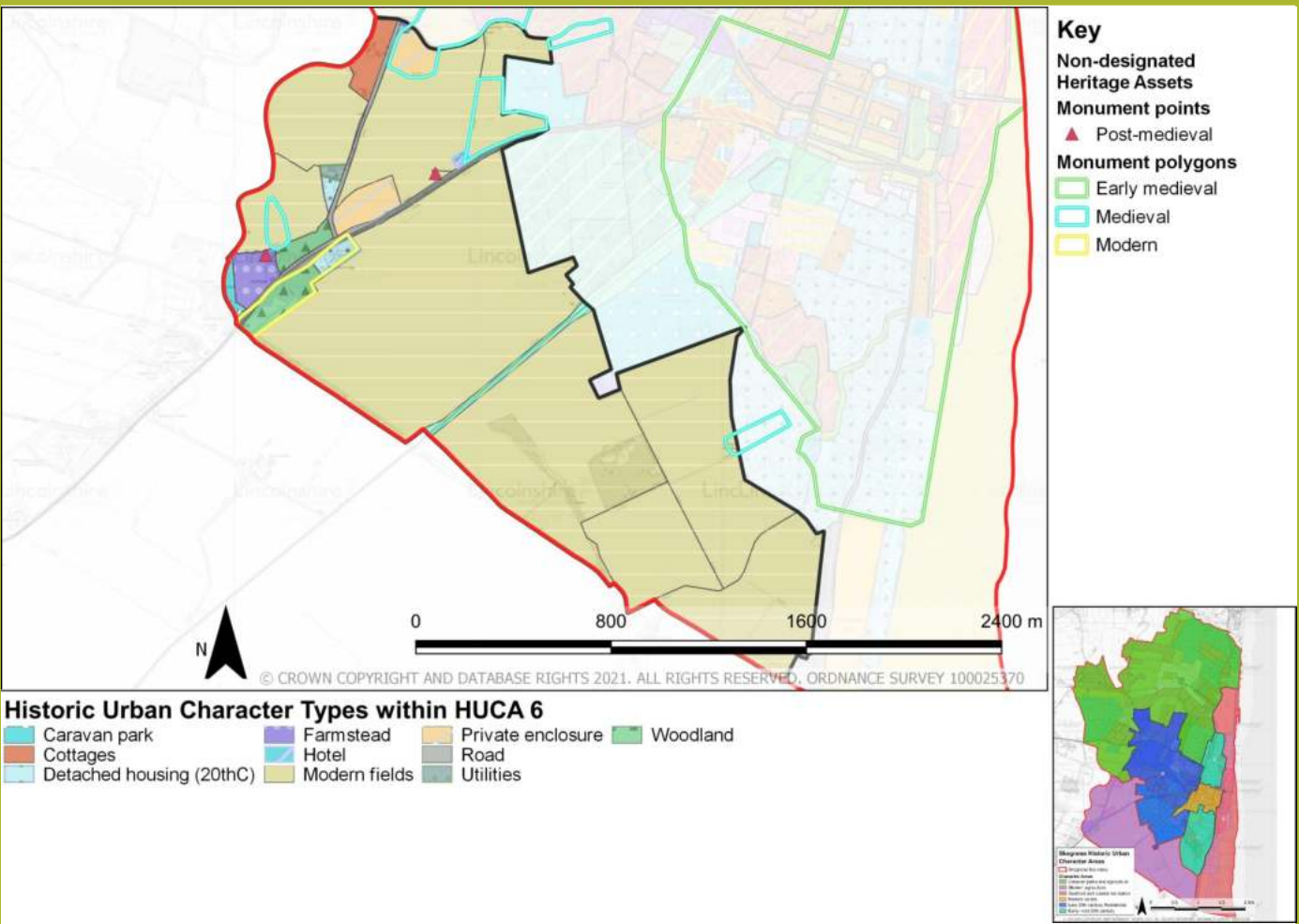
**Evidential Value:** Some of the earliest evidence for settlement is recorded within the character area. Remains from the prehistoric period include saltern sites. These provide context for the environmental conditions of the period and demonstrate early occupation of the landscape. Winthorpe village and St Mary’s Church contribute to our understanding of the area in the medieval period. Further context is provided by the frequent ridge-and-furrow earthworks as well as medieval enclosures which are recorded within the character area.

**Historical Value:** HUCA 5 makes a large contribution to the historical narrative of Skegness. The changing land use, from predominantly agricultural land to caravan parks demonstrates a wider change within Skegness from a small village to a resort town. The transition from hotels and boarding houses to self-catering holidays after the Second World War is represented by the rapid growth of holiday parks within the character area. Furthermore, many of the caravan parks are occupied on a permanent basis.

**Aesthetic Value:** The holiday parks represent Skegness as a destination. This is aesthetically well represented in the character area which is dominated by such parks. Former echoes of holidays are represented by buildings like the Derby Miners Convalescent Home, which demonstrates some of the history of seaside holidays.

**Communal Value:** The communal holidays provided by caravan parks and chalets contribute to a collective memory of the seaside for many people.





HUCA 6— Modern agriculture

Key characteristics

- ◆ Characterised by agricultural landscape.
- ◆ Topographically fairly flat.
- ◆ Modern fields, comprised of former small fields amalgamated into large modern fields.
- ◆ Majority of fields bounded by hedge or tree cover as well as drains and dykes.
- ◆ Many medieval and post-medieval drains removed.
- ◆ Truncated by the introduction of the railway.
- ◆ Several post-medieval farmsteads.

Landscape History

Since at least the medieval period, the character area has been utilised for agriculture. The area comprised a mixture between pasture land, some of which was let to farmers from the Lincolnshire Wolds, and arable. Ridge-and-furrow crop marks have been identified in the character area, which demonstrate some areas of early cultivation (HER: MLI90832, MLI88673). The medieval and post-medieval boundaries are recorded to have comprised ditches and dykes and not much shelter was available in the wider landscape. The parishes of Skegness and Winthorpe were enclosed by a private agreement between the mid 17<sup>th</sup> and 18<sup>th</sup> centuries. Many of these new fields were bounded by ditches which aided drainage. Scattered farmsteads are extant around the character area, many of which date to the post-medieval period. In the 20<sup>th</sup> century, many of the boundary ditches were filled in and the fields were amalgamated into larger fields, more suited to modern farming techniques. Some hedges and tree copses provide more shelter; and the landscape remains relatively open. An isolation hospital (HER: MLI92413) is recorded within the western extent of the HUCA, although its use appears to have been short-lived.



**Evidential Value:** Evidence of former ridge-and-furrow as well as enclosures are recorded within the character area which contribute to evidence for the agricultural cultivation during the medieval and post-medieval periods. A small number of the former ditches which formed the boundaries of the fields remain in the character area, many have been filled in and removed to allow for modern farming techniques.

**Historical Value:** The development of the character area transitioned from open fields to private enclosure and from private enclosure to modern lands. This provide context for the agricultural history of Skegness. Although this character area is similar to HUCA 4, HUCA 5 has been less developed recreationally and has had more field boundaries removed in the transition towards modern farming.

**Aesthetic Value:** The character area retains aspects of its historic character including large open fields and drainage boundaries. Some of these historical boundaries are discernible although without explanation provides little context to the public. Areas of ridge-and-furrow demonstrate former cultivation within the HUCA.

**Communal Value:** Much of the character area is inaccessible due to the land being utilised for private agriculture. Small lanes provide walking areas for local people. Overall there is little contribution to the communal heritage value of the town.



## DISCUSSION

### Historic background

The prehistoric period is well represented in Skegness by several salt working sites and scattered find spots. No evidence of permanent settlement has been recorded as of yet, however the saltern sites demonstrate that the area was actively occupied in this period. The find spots include, pottery, stone hammers and axes as well as flint tools which provide evidence of how the area was utilised in the Prehistoric period. Little is known for certain about Skegness in the Roman period; some evidence is conjectural. The coastline in the Roman period is estimated to have been 4-6km further out to sea. It is suggested that in this period Skegness was the site of a Roman fort or castle, which served as a ferry terminal between Skegness and Brancaster, in Norfolk. The name ‘Skegness’ is first recorded in the medieval period; however, an earlier settlement called ‘Tric’ is widely believed to have been the settlement which would later become Skegness. It is suggested that the name ‘Tric’ is derived from the Latin Traiectus, meaning "Crossing" or "Ferry", supporting the theory of a Roman ferry terminal in Skegness. Further evidence is found in legal documents of the 12<sup>th</sup> and 13<sup>th</sup> centuries which record ‘Chesterland’ or ‘Casterland’ in Skegness, which is believed to relate to a Roman fort. Coastal erosion and storm damage was common along the Lincolnshire coast in the medieval period and it is believed that the Roman fort as well as the medieval town of Skegness were destroyed following coastal damage during this period. The 16<sup>th</sup> century writer and historian John Leland described the town as once being a ‘sumtyme a goeat (great) haven’ with a castle, church, and surrounding wall; however it is stated that this was ‘clene consumed and eten up with the se’. If a fort did exist in Skegness it is thought that it would have been located east of Skegness pier, although tangible evidence is yet to be recorded, and much has likely been destroyed by the sea.

The origin of the name ‘Skegness’ is uncertain, it was not until the 12<sup>th</sup> century when the name appears in the record. It is proposed that it could mean 'Skeggi's promontory' or 'beard-shaped promontory'. The elements ‘Skeg’ and ‘Ness’, Skeg may refer to the personal name ‘Skeggi’ or refer to ‘beard’, in Old Norse. ‘Ness’ is an Old Norse word for ‘a headland or promontory’. Skegness remained a small agricultural and fishing village throughout the medieval period. In the 16<sup>th</sup> century, it is widely accepted that the town of Skegness was destroyed by the sea, resulting in a new village being constructed inland. St Clement’s Church is believed to be a 15<sup>th</sup> century reconstruction of an earlier church which was destroyed at the same time as the village. Until the late 19<sup>th</sup> century Skegness remained a small village, although a hotel, The Vine, was established in the late 18<sup>th</sup> century.

In the late 19<sup>th</sup> century, agricultural profits were declining which encouraged the main landowner in Skegness, the 9th Earl of Scarborough to develop the town as a resort. In the 1860s-70s plans were produced which laid out the streets, buildings, and parks of the later resort. Skegness was connected to the railway network in 1873, which was responsible for much of the popularity of the resort, increasing access for excursionists in the 19<sup>th</sup> and 20<sup>th</sup> centuries. It was in this period that coastal entertainments including the pier, gardens, sports areas, and promenades were established catering to the visitors, who were arriving in Skegness in increasing numbers. This was a period of rapid expansion for the town with several new hotels constructed including the Hildred and the Sea View Hotel. In the 1920s and 30s, the seafront underwent large renovations which were designed by Rowland Jenkins. These renovations included the boating lake, esplanade, bowling greens, and gardens, much of which was based upon his experiences in Europe. The town expanded to the north and south in this period with dozens of new residential areas built for the growing population of the town. In the mid 20<sup>th</sup> century, self catering holidays overtook hotels and boarding houses in popularity and holiday parks began to be established, initiated by Billy Butlin who had began his career in entertainment in Skegness. Since this point holiday parks have become one of the largest industries in Skegness, catering to thousands of visitors each year. In the latter half of the 20<sup>th</sup> century more residential development also began to occur inland away from the coast, largely due to the availability of development land. Skegness is undergoing another episode of regeneration in the 21<sup>st</sup> century with the aim of improving the entertainment offer and increasing the sense of place already established within the resort town.

### Character summary

Skegness has a relatively varied character. The town has distinct zones which cater to different groups including tourists and the local population. HUCA 1 caters to both the local population and to tourists, with a high level of local amenities and entertainments and fish-and-chip shops. HUCA 2 is predominantly devoted to entertainment and coastal recreation with a large amount of street furniture and playful architecture. HUCA 3 was developed in the early-mid 20<sup>th</sup> century and the architecture is ornamental with a high number of guest houses and balconies. HUCA 4 was developed throughout the 20<sup>th</sup> century and is made up of residential streets, schools and a small industrial area, this character area caters to the population and is not visitor focussed. HUCA 5 has a high number of holiday parks and predominantly caters to the self-catering tourist population. Some of these holiday parks are scattered throughout the rural areas of the town away from the seafront. HUCA 6 is the predominantly agricultural area within the survey boundary, many of the field shapes reflect modern agricultural practice with many of the older post-medieval boundaries now removed.

Skegness is widely known as a seaside resort and much of its architecture and design reflects this. It is also a settlement which has seen constant change, the result of maintaining its appeal to a modern audience.

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# Extensive Urban Survey



## Skegness 2021

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