

BRIGG CONSERVATION AREA APPRAISAL ADOPTED AS  
SUPPLEMENTARY PLANNING GUIDANCE BY NORTH  
LINCOLNSHIRE COUNCIL ON 22<sup>ND</sup> JANUARY 2004

**NORTH LINCOLNSHIRE  
COUNCIL  
BRIGG CONSERVATION  
AREA APPRAISAL  
ADOPTED DOCUMENT  
JANUARY 2004**

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**Maps:**

Map showing Conservation Area boundary, Listed Buildings and Scheduled Ancient Monuments

Townscape Analysis map: map showing Buildings of Townscape Merit; buildings which make a neutral or negative contribution to the character of the Brigg Conservation Area; important views; important public open spaces; important trees or tree groups; and sites which have a negative effect on the character of the Brigg Conservation Area.

## 1 INTRODUCTION

Brigg is a small market town situated on an ancient crossing of the river Ancholme, with archaeological evidence for Bronze Age settlement. Today, the appearance of the town centre is dominated by a rich variety of 18<sup>th</sup> and 19<sup>th</sup> century buildings, sitting attractively around a wide market place and along the principal streets. The lack of an early church is explained by the fact that Brigg did not become a separate parish until 1872.

Originally the town developed as an agricultural service centre dealing in and processing agricultural produce, and providing market services, agricultural machinery manufacture and repair facilities, and legal services. Much of the fabric associated with these uses remains and has been adapted to contemporary uses, however, several of the main edifices to this development have been lost e.g. the town railway station buildings and Yarborough Mills, an oil-seed mill rebuilt in 1912. Situated to the north-west of the new River Ancholme crossing, it was devastated by fire in 1989 and subsequently demolished.

More recently, the town has suffered an economic decline and this is reflected in the poor condition of some of the buildings and the neglected appearance of some of the town centre sites. To some extent the results of this relative decline have been mitigated through a Conservation Area Partnership scheme involving the previous Glanford Borough Council, the former County Council and English Heritage.

In line with the emphasis placed upon the conservation of the historic fabric of the town by this scheme, the partners and local people were able to argue successfully for a modified pedestrianisation scheme with more traditional materials, detailed to be more in keeping with the historic setting than originally suggested by the former County Highway Authority. This scheme has had a major impact upon the existing character and appearance of the conservation area, freeing it from a place dominated by the noise, smell, and danger associated with large volumes of cars and lorries.

This appraisal will assess the special interest, both architectural and historical, of Brigg. The history of the town, and its present appearance and character will be described, its problems analysed, and a number of recommendations put forward which will be considered by North Lincolnshire Council for implementation after full public consultation.

Policies included within a separate document will eventually be adopted by North Lincolnshire Council as Supplementary Planning Guidance, and they will therefore be a material consideration when determining applications for development, defending appeals or proposing works for the preservation or enhancement of the area. Both documents will therefore be a useful source of information for owners, agents, applicants and members of the public who live or work in Brigg.

## **2 LEGISLATIVE BACKGROUND**

The conservation area was designated by the former Glanford Borough Council in 1971 and subsequently slightly extended. It covers the historic town centre and some early 20<sup>th</sup> century housing but excludes the more recent residential developments on the peripheries. This appraisal includes a proposal to alter the conservation area boundary including the addition of an area of mid-19<sup>th</sup> century housing to the east of the town.

*A conservation area is an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance* (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). The Council is obliged by Section 71 of the same Act *to formulate and publish proposals for the preservation and enhancement of any parts of their area, which are conservation areas,* and this appraisal fulfils this statutory duty.

In making decisions on future development within a conservation area, the Council must *pay attention to the desirability of preserving or enhancing the character or appearance of the area* (Section 72 of the Act). This should ensure that harmful change is not allowed, and that new development is of the highest quality.

However, some changes, normally not requiring planning permission (known as permitted development rights) can continue to erode the special interest of the conservation area. These rights, which affect family houses, can be controlled by the serving of an Article 4 Direction which enables the Council to require a planning application for minor alterations such as replacement windows and doors. Such a Direction already covers unlisted family houses included in the original conservation area in Brigg, these buildings being principally situated in Bridge Street, Bigby Street and Queen Street. This appraisal therefore includes a recommendation for a review of the existing Article 4 Direction, and its extension to cover all unlisted family houses in the existing and proposed Brigg Conservation Area.

Government policy is set out in Planning Policy Guidance Note No.15 (PPG15 – Planning and the Historic Environment). On demolition, this states, '*The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area.*' This appraisal identifies the buildings that make a positive contribution as Buildings of Townscape Merit on the Townscape Analysis map at Figure 3.

### **3 LOCATION AND LANDSCAPE SETTING.**

#### **3.1 Location and population.**

Brigg is situated approximately five miles to the east of Scunthorpe, and separated from it by the higher limestone ridge of Lincoln Edge, along which runs Roman Ermine Street. A mile to the east is the older settlement of Wrawby and both towns developed along slightly higher land which created a natural causeway across the vale of the River Ancholme. The current population is around 5,300.

#### **3.2 Landscape setting.**

Both Brigg and Wrawby sit on slightly elevated ground above the flood plain of the River Ancholme. Until a sluice was constructed at South Ferriby in the early 17<sup>th</sup> century the Ancholme was a tidal creek of the Humber. The river has since been re-cut along almost its entire length to form a dyke which runs from the Humber estuary to Bishopbridge. Brigg lies on a bend in the Old River Ancholme which loops through the town with the New River Ancholme passing through the western edge towards Scawby. Around the town are flat fields, crossed by deep ditches to aid drainage and providing a landscape with strong Dutch characteristics. To the east, the land rises to a noticeable scarp slope marking the edge of the Lincolnshire Wolds at Barnetby le Wold. Immediately to the west, a more gentle escarpment climbs towards Scunthorpe, situated in the middle of an area of uplands known as the Lincolnshire Edge.

The landscape immediately around Brigg is notable for the large, arable fields, with remnant hedgerows and artificially drained soils. Ditches and canalised watercourses sub-divide these fields and woodland is rare, giving a very open appearance to the landscape. The area is relatively inaccessible, with few roads apart from the A18, which crosses the river valley through Brigg, and the more recent motorway, the M180, which passes close to Brigg on the north side.

Notable features within the landscape also include the modern power station and sugar beet factory to the south-west of Brigg, and, more attractively, the Wrawby Post Mill, complete with sails and located on a prominent position on the ridge.

### **3.3 Geology and building materials.**

The geology of Lincolnshire provides a number of different stones and clays suitable for building stone and for making bricks. The western scarp of the Lincolnshire Edge to the west of Brigg is capped by Frodingham ironstone, and St. John's Church in Scunthorpe, built in the 19<sup>th</sup> century in the Gothic style, is a fine example of the use of this material. Also found on the Edge is the Inferior Oolite or Lincolnshire limestone, which is variable in quality, but in some places can be carved and used for building stone. The Lincolnshire Wolds to the east of Brigg produce chalk, sometimes used for farm buildings, such as the large barns at Elsham Top, but usually too soft for better quality work.

Areas adjacent to the Humber, including North Lincolnshire, are somewhat unusual because of the relatively early use of brick. The gatehouse at Thornton Abbey is an example of this as is the rebuilding of the town walls at Kingston upon Hull in 1311. In addition there are examples of fine brick built medieval houses such as North Killingholme Manor. Other buildings of this period were either built from stone, or, for the more vernacular, simple mud-and-stud structures of which few now remain. In the 17<sup>th</sup> century, brick together with the use of clay pantiles (sometimes glazed and highly decorated), tended to be used only for high status buildings, of which North Lincolnshire has some fine examples, for instance, Scawby Hall, Worlaby Almshouses and Walcot Old Hall.

From the beginning of the 18<sup>th</sup> century, many new brickworks opened up, especially in North Lincolnshire, so that most of the buildings which followed from 1800 were built of this material. A brickworks just outside Brigg is noted on the 1907 map. Clay pantiles, or water reed from the River Ancholme valley, were used for roofing until the 19<sup>th</sup> century when Welsh slate became more fashionable

## **4 HISTORY AND DEVELOPMENT.**

### **4.1 History.**

The town of Brigg grew up around the lowest crossing point of the Vale of Ancholme which, with its one mile wide marshes, presented a serious obstacle to east-west movement through northern Lincolnshire. The potential of the crossing was recognised in the earliest times and the town lies on a major concentration of prehistoric finds. A massive Bronze Age log boat was found in the river bank near to County Bridge in 1886, and in 1888 the Brigg "raft", in reality a Bronze Age plank-built boat, was found near to the confluence of the Old and New River Ancholme. Nearby, an important wooden trackway of similar date was also discovered.



Wrawby not Brigg occurs in the Domesday Book, and the first historic reference to Brigg is in 1183 when “Glanford” is referred to in the Pipe Rolls. In a Roll of 1203 there is a reference to “punt de Glanford” showing the existence of the eponymous bridge (i.e. Brigg) at that time. The name “Glanford” comes from the Old English word “gleam”, meaning revelry, suggesting “the ford where sports are held”.

In 1205 Brigg received a charter to hold a fair, indicating that growth of the settlement had commenced. In the 1330’s the Hospital of St. John was established by Adam Paynell, to help the old and poor of the town. Between 1635 and 1639 the New River Ancholme was cut to assist the proper drainage of the marshes which then covered the river valley. Development continued only slowly, with only one building remaining from this earlier period, the Sir John Nelthorpe School, founded in 1674 and completed four years later to the designs of William Catlyn of Hull. Sir John Nelthorpe lived at nearby Scawby Hall and he and his descendants owned most of the land around Brigg throughout the following centuries. During the Civil War Brigg was defended for a short period with possible traces of a defensive ditch being found to the rear of the National Westminster Bank.

The position of Brigg on the River Ancholme provided opportunities for trade and the development of a market town, although by the beginning of the 18<sup>th</sup> century the population had still only reached about 2,000. One local industry was the fur trade, with large quantities of rabbit skins being marketed through the town as is reflected in names such as “Coney Court”. In 1817 a new Town Hall was built in the Market Place, and in 1828 a new bridge constructed at the western end of the Market Place to improve access into the town.

Agricultural expansion in the first half of the 19<sup>th</sup> century and the coming of the railway in 1848 finally brought some growth, with Albert Street being added in the 1850’s to provide houses for new residents. However, the map of 1851 (Figure 1) shows the town just before this new development started with buildings limited to the streets largely contained by the current conservation area boundary. Of note are the long, thin plots stretching northwards from Wrawby Street, with courts and yards which once contained an mixture of cottages, tenements and workshops. These courts appear to have existed as early as the 16<sup>th</sup> century although they have now been largely demolished to make way for the town centre by-pass, public car park and new access roads to the commercial properties along Wrawby Street. These courts provided low grade accommodation and show that slums were not entirely the prerogative of the cities. They represent an important and interesting feature of the town.

During the 19<sup>th</sup> century new churches, chapels and other public buildings were built for the increased number of residents. The old Chapel of Ease in Bigby Street, built in 1699, was replaced by the church of St. John the Evangelist, completed in 1842. A Quaker meeting house, also late 17<sup>th</sup> century and in Bigby Street, was supplemented with four new chapels – the Primitive Methodist Chapel and the Wesleyan Methodist Chapel, both in Bridge Street; the Independent Chapel (1813 and later) in Wrawby Street; and the Free Methodist Chapel (1864), also in Bigby Street. The Union Workhouse was built in 1835 on the site of Health Place, and the Police Station and Court House were added in 1845. Just after this date, in the 1850's, the National Schools building was constructed in Princes Street.

In 1872 the population had risen sufficiently for Brigg to become a separate ecclesiastical parish – before this time it had been split between Wrawby and Bigby. During the 18<sup>th</sup> and 19<sup>th</sup> century much of the property within Brigg was owned by Clare College, Cambridge, and the name “College Court” reflects this connection. Clare College still own the Lloyds Bank building in Wrawby Street and other buildings in the same block.

Economically Brigg reached its peak during the later half of the 19<sup>th</sup> century with its important agricultural market, milling (particularly at the Yarborough Mill which once stood on the western edge of the town), engineering, and the establishment of the Springs sweet factory next to County Bridge. The factory made jams and other sugar products but was especially famous for its production of Henry Springs Lemon Curd. Photographs of this time show the riverside lined with warehouses and barges waiting to be loaded with jams and other products. The sugar beet industry started with the building of the Brigg sugar factory in 1928 although regrettably it finally closed in 1991. At one time Brigg had six working mills within a mile of Brigg Market Place, although none of these now remain in their original form.

The 1907 Ordnance Survey map (Figure 1) shows development centred on Bridge Street, the Market Place, Wrawby Street, Bigby Street, Queen Street, and Albert Street. The courts and yards north of Wrawby Street are clearly shown with their many small cottages and a Rope Walk. The agricultural base of the town is illustrated by some of the sites – a cattle sale yard, a timber yard, a brewery, and a smithy, while the more industrial side of the economy is indicated by the presence of the Victoria Ironworks to the south-west of the town. Significantly, the Ancholme Foundry, on the north side of Bridge Street, is noted as “disused”. This map also shows a brickyard and a flour mill to the south of the town. In 1913 the Manor House, occupied by the Elwes family for many years, was donated by them to an order of nuns, and the building subsequently became a convent, being converted into five

separate houses in 1971. In 1915 the County Infirmary was built next to the old workhouse. This was renamed the Glanford Hospital but since 1991 has been offices for the local health authority.

More recently, Brigg has suffered an economic decline as local industries folded and agriculture became less significant. In the 1960's the old workhouse was demolished and modern housing provided for the elderly of the area. Parts of the old courts and alleys to the north of Wrawby Street were demolished at about the same time. More housing has been added to the north and east and the new town centre bypass constructed in 1993. This unfortunately resulted in the loss of historic buildings on the north side of Bridge Street, but has provided opportunities for the pedestrianisation of the main shopping area and the creation of a useful public car park and new supermarket to the north of Wrawby Street.

Various buildings relating to Brigg's agricultural past still remain, most notably the tower of the former windmill in Mill Lane, outside the conservation area, and next to the river is the former warehouse, once the Farmers' Company Bone-Crushing Mill (no. 34 Market Place), now an old peoples' rest home.

#### **4.2 Archaeology.**

There are no Scheduled Ancient Monuments in Brigg but the town is notable for the discovery of the Bronze Age timber boat and trackway near the Old River Ancholme. The boat was displayed in Brigg until 1910 after which it was moved to Hull Museum, being destroyed in an air-raid in 1942. Radio-carbon dating shows it to have been built around 960 BC. The Brigg "raft" was re-excavated and lifted by the National Maritime Museum in 1973-4 and is in store in Greenwich.

In 1884 a wooden trackway was found in Brigg. This was made from oak planks and it may have formed one of the earliest tracks across the valley of the River Ancholme. The same year, part of another boat was found, dating to around 900 BC. In addition to the boats and trackway, the Brigg area has produced large numbers of prehistoric finds and must be seen as being of national significance.

Archaeological excavations in "The Yards" of Brigg behind the Wrawby Street frontages has revealed evidence of occupation from the medieval period onwards. The elongated plots along Wrawby Street were probably laid out in the 12<sup>th</sup> or 13<sup>th</sup> century when the town developed as a regional market centre.

### **4.3 Effect of historical development on the plan form of Brigg.**

The plan form of Brigg is simple with the market place being located at the junction of the two roads which lead north-east to Wrawby and south-east to Bigby, just to the east of the river crossing. The town lies along what is probably a prehistoric causeway across the valley of the River Ancholme, with what was until the 17<sup>th</sup> century marshes to the north and south. The west-east orientation of the Market Place and Wrawby Street therefore follows a slight rise in level and the growth of the town was presumably somewhat curtailed by the inhospitable land which lay on either side, although the location on the river provided opportunities for trading by boat up to the Humber and to Hull. The older settlement of Wrawby, immediately to the east, contains the original parish church although a market was established in the 13<sup>th</sup> century in Brigg, and the modern Market Place may be situated on the earlier, medieval market site.

During the 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> centuries, Brigg developed under the patronage of the Nelthorpe family from Scawby Hall as a port and agricultural centre, making full use of its location on a crossing of the River Ancholme. The development of the courts and yards to the north of Wrawby Street from the 16<sup>th</sup> century onwards indicates how the town was constrained by the marshes surrounding it. In Tudor times the courts initially provided householders who lived in Wrawby Street with small yards for keeping animals and fodder but by the medieval period onwards they became infilled with cottages and tenements, providing cheap housing and workshops for the poor. Such courts are more common in Midland towns although Brigg contained the most notable example in Lincolnshire. During the 19<sup>th</sup> century the courts were generally considered rather unsavoury places in which to live and those who could afford it moved to more comfortable houses being constructed in Albert Street and later, along Bigby Road and to the east of the town.

The coming of the railway in 1846 also had an impact on Brigg with new housing being built in the 1850's along Albert Street. Plots were laid out to the east of the town (see the 1851 map) but were still undeveloped by the time of the 1907 map, although allotments and a cemetery are noted. The railway line was brought in across the fields to the edge of Brigg so no buildings were demolished although the new station and goods shed did require an extension to Queen Street to provide access. In the early 20<sup>th</sup> century, a number of capacious, Edwardian houses were added to the east of the town, although many more must have been built in the period between 1907 and 1914. At about the same time, a large number of plane trees were planted on the main entrance

roads to Brigg, of which many remain, most notably the ones which form a very prominent avenue along Wrawby Road A18.

In the 1990's the most important change in the plan form of the town resulted from the construction of the bypass, opened in 1993. The partial pedestrianisation of Bridge Street, the Market Place and Wrawby Street which the new road allowed has greatly improved the environment within the town centre.

## **5 CHARACTER OF THE BRIGG CONSERVATION AREA**

### **5.1 General description**

The Brigg Conservation Area is composed of five main elements : Bridge Street with its mainly 18<sup>th</sup> and early 19<sup>th</sup> century houses and commercial buildings leading up to County Bridge, over the Old River Ancholme; the Market Place, with its important open space, surrounded by buildings dating to the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries; Wrawby and Bigby Streets (the former being the principal commercial streets); the mainly mid-19<sup>th</sup> century cottages and smaller houses in the Queen Street area; and the more open townscape around the War Memorial, including the Edwardian houses facing Wrawby Road A18 at the eastern edge of the town, some of which are included within the present conservation area. There are no formal terraces in Brigg – rather, the buildings are of different heights and widths, with a pleasing jumble of roofs and traditional dormers. The streets also are varied in their layout with differing widths and soft curves, all suggesting a medieval origin. A detailed description of these five areas is included in the next section.

### **5.2 Relationship to setting.**

Although the main town centre of Brigg is on slightly elevated ground above the neighbouring fields there is little sense of domination from the town, as the main streets are composed of groups of buildings which effectively prevent any views out of the town. Therefore, the views afforded by the Old River Ancholme are particularly important and provide the only opportunity to see some of the countryside around Brigg. However, the smallness of the town means that a short walk will give excellent vistas of flat fields and deep ditches, such as along Elwes Street which leads southwards to Cadney across the former marshes. To the north, the division caused by the busy bypass with the modern housing development beyond largely precludes such opportunities and creates a “harder” urban “feel” or, edge, to this part of the town.

### **5.3 Activity / uses.**

Brigg is primarily now a commuter town with a small but vibrant weekly street market, a town centre supermarket and a large public car park which provides useful parking for the town centre on the site of the former courts to the north of Wrawby Street. There are few national shops in Brigg apart from Boots and the usual range of banks, but many small businesses which provide a variety of services. The conservation area includes the whole of the commercial core of the town, plus a largely residential area to the east (Cross Street, Queen Street, Bigby Street and the Wrawby Road A18).

### **5.4 Open spaces /trees.**

The most important, and only public open space, in Brigg, is the Market Place. It provides a centre to the town and was repaved purposefully with modern reproduction street lighting, bollards, and signage in 1993. Its location so close to the river gives it an additional significance, as together the two features give Brigg a unique series of spaces and views. Otherwise, the conservation area is composed of streets (some, like Bridge Street and parts of Wrawby Street) being relatively wide in places (to allow some market functions perhaps) and others (like Bigby Street) being narrow and confined by taller buildings. Wrawby Street also contains modern street furniture and continues the repaving scheme as far as the junction with Bernard Avenue, where the interruption of the historic street line is most marked, leaving rather unwanted extra space and views out along the new by-pass.

Beyond the War Memorial, the character of the conservation area changes completely with detached or semi-detached Edwardian villas, mainly in large gardens and with soft hedges and mature trees, being the norm. This residential area (only part of which lies within the current conservation area), contrasts strongly with the tight urban form of the commercial core.

Trees are not important in the town centre for there are none of any consequence in the Market Place or the main streets. Of note, however, are the street trees in Queen Street and the very prominent tree outside the Exchange Hotel in Bigby Street. On the outskirts of the town, plane trees were deliberately planted in the early 20<sup>th</sup> century to provide formal avenues and these still remain along Wrawby Road A18 and Bigby Road. Groups of trees of townscape significance can also be found next to the War Memorial at the end of Bigby Street (by the public toilets) and individual trees in private gardens in this part of town also contribute to the character of the conservation area.

### **5.5 Buildings and architectural styles.**

The vast majority of the buildings in Bridge Street, around the Market Place, and along Wrawby Street and Bigby Street are grade II listed and date to the late 18<sup>th</sup> and early 19<sup>th</sup> centuries. The buildings commonly lie parallel to the street, at the back of the pavement, without front gardens or areas (few of the buildings appear to have basements although some storage cellars probably exist). The buildings are almost always built from brown brick or brick with render with the secondary buildings in rear courts being brick, often a pinkish-red in colour.

The roofs of these buildings are steeply pitched (between 45 and 55 degrees) and covered in pantiles with simple gable ends. The pantiles are generally pink or red in colour but sometimes are glazed a black or bluey-black. A local feature are the small dormers which spring almost from the ridge line and are fenestrated in small Yorkshire casements, generally painted white. Chunky brick stacks are usually positioned on the ridge, with pink clay pots. Sometimes these houses have an modillion brick eaves cornice (Bay Tree, Bigby Street) The multi-paned sash windows are almost unvaryingly painted white or cream and usually composed of six lights to each sash.

Some of the buildings (where later shopfronts have not been inserted) retain attractive Georgian doorcases. Notable groups or terraces of such houses can be seen on the north side of Bridge Street; in the Market Place; and along the north side of Bigby Street around the junction with Cross Street. Many of these houses have had their front elevations painted white or a pastel, with the richer colours of the shopfronts creating a pleasant variety.

There are no formal terraces in Brigg town centre, rather, each house is an individual building, on three or more usually two floors, but despite this the townscape has a pleasant cohesion with in places (such as Bridge Street) a Dutch character. This is provided by the tall, very steeply pitched pantiled roofs and long, sloping dormers, and no doubt the Dutch settlers in the 17<sup>th</sup> and 18<sup>th</sup> centuries who moved to Brigg influenced local architectural styles. (It is interesting to note that Dutch names are recorded on gravestones in Scawby churchyard). Gables on houses are sometimes decorated with curved ogee copings, or with stepped brickwork, both very "Dutch" details which occur throughout North Lincolnshire. Also typical are the many examples of "tumbled" brick gables which can also be found throughout Lincolnshire, such as on the gables of the Dying Gladiator public house in Bigby Street. These gables often have stone copings, rather than brick.

Buildings of the mid- to late-19<sup>th</sup> century in Brigg tend to be built from brick but with shallower pitches to the roofs. This is because slate became the chosen roofing material after the coming of the railway in the 1840's. Within the town centre, particularly in Wrawby Street, are a number of idiosyncratic Edwardian buildings, quite different from the simpler, Georgian buildings elsewhere. For example, the Black Bull public house is two storeys high, with roughcast render to the first floor and smooth painted brick below. The windows are mullioned and transomed with two oriels to the first floor and the ground floor entrance has a heavily moulded door hood, supported on ornate console brackets. At eaves level, a deep modillion cornice supports a pantiled roof. Further along Wrawby Street, gables face the road, in contrast to the usual arrangement of parallel roofs. All of these irregularities provide the street with a lively although more discordant façade than in Bridge Street or parts of Bigby Street.

Regrettably, the narrow courts, which led off Wrawby Street, were partially destroyed in 1960 as part of a slum clearance scheme. Fortunately, some still remain, such as College Court and Chapel Court, where a modern development has been built to link the older shopping street to the car park. Glimpses along more private narrow courts can also be seen from Wrawby Street.

## **5.6 Shopfronts.**

Brigg contains few original shopfronts of any interest, although many 19<sup>th</sup> century examples remain in a somewhat altered form. Of note is the Georgian curved shopfront at "Sweet Things" in the Market Place, and the late 19<sup>th</sup> century shopfront at no. 8 Queen Street, a former butchers currently boarded up. Typically, shopfronts are timber and painted, with traditional pilasters, fascias and stall-risers. Modern alterations, which detract from the original detailing, include many examples of over-deep fascias such as the premises of Nationwide and Bell Watson in Wrawby Street. Recently, new "reproduction" shopfronts have been added with a degree of success, for instance, along the east end of Wrawby Street.

## **5.7 Building materials.**

Stone is not much used in Brigg as an obvious building material although two of Brigg's most important structures – St. John's Church and the County Bridge over the Old River Ancholme, are built from Lincolnshire limestone in ashlar blocks. The stones to the church so small, and laid in such thin courses, that they look almost like large bricks. Larger pieces of ashlar are used to dress the windows, doors and corners. Otherwise the buildings are brick, mainly brown or red and



made locally, although the Town Hall of 1817 is unusually built from yellow brick with stone string courses, window cills and doorcase. The ten bay building to the west of the Angel Hotel, also in the Market Place, and now the HSBC Bank, is also built from yellow brick, although this is only revealed on part of the elevation where it has been cleaned. Brickwork is usually laid in Flemish bond with examples of “tumbling” on gables, which provided decoration and strength.

The use of a grey or a yellow brick is a particular feature of Brigg, which distinguishes it from other market towns in the region. Such brick is used in some of the town’s most significant and fashionable Georgian and early Victorian buildings. Examples in the Market Place include the Buttercross, no. 2-3 (the former Ancholme Tavern at the north east corner of the County Bridge), no 8 Barclays Bank and the HSBC Bank range (Old Red Lion Inn); the former chapel in Bridge Street and the Police Station/Court in Wrawby Street. This is part of Brigg’s local distinctiveness, a distinctiveness that has been recognised over many generations so, for example, in Barton and Winterton equivalent buildings by the County Surveyor responsible for the erection of these buildings were of red brick.

In addition different colour bricks (using lighter shades to contrast with the red brick thus producing the chequered pattern of a decorative Flemish bond) are used for decorative effect in Brigg’s most substantial and fashionable Georgian houses: no 7 Market Place, the Exchange Hotel and no 8 Wrawby Street. This is not at all common in North Lincolnshire.

Within the conservation area are also a large number of both smooth and rough rendered buildings of the 18<sup>th</sup> and 19<sup>th</sup> century which may well have rubble stone walls concealed beneath the render facing.

Despite significant rebuilding in 1979, the Old White Hart on Bridge Street is still partly of limestone rubble beneath the render. It has a small recessed datestone beside the front door.

Another “one-off” is the *Tudorbethan* (also referred to by Pevsner as *Brewer’s Tudor*) refronting of the Angel Hotel, dating to the beginning of the 20<sup>th</sup> century. Fake timbering, machine-made clay tiles, fretted bargeboards, oriel first floor windows and a bright red brick to the ground floor all provide this building with a frontage which is both lively and slightly discordant with its neighbours.

Roofs before the 1850’s were almost comprehensively covered with Lincolnshire pantiles which provide a very special character to the buildings. Outside Brigg there is evidence of thatching on the more vernacular buildings and water reed from the adjoining marshes was

certainly used for this purpose. However, there are no examples of thatching presently within the Brigg Conservation Area although doubtless thatching was once common (nos. 41 and 42 Bigby Street were apparently once thatched). After the coming of the railway Welsh slate became fashionable, requiring shallower pitches, and most of the 19<sup>th</sup> century buildings to the eastern end of the conservation area (Queen Street, the western end of Bigby Street and along Bigby Road and Wrawby Road), have slate roofs. An aerial photograph of Brigg clearly shows the different stages of development of the town, with the earlier, central area being mainly pantiles, and the outlying suburbs being slate.

Windows and doors on the 18<sup>th</sup> and 19<sup>th</sup> century buildings within the town centre are inevitably sashed and made from timber. No examples of pre-1700 leaded lights or stone mullioned windows remain within the conservation area.

### **5.8 Listed buildings.**

Most of the buildings in Bridge Street, the Market Place, and Bigby Street are listed grade II. In Wrawby Street the proportion of listed to unlisted buildings is smaller because of 20<sup>th</sup> century alterations especially on the north side of the road. Most of these buildings were built as houses but have subsequently been turned into shops with offices or residential accommodation above. To the east, around Queen Street, the eastern end of Bigby Street, and Bernard Avenue, the mid- to late-19<sup>th</sup> century buildings are not listed but most of them have been identified within this appraisal as Buildings of Townscape Merit.

The most important listed building within Brigg is the Exchange Hotel in Bigby Street, listed grade II\* for its interesting Georgian façade particularly the side doorway on the east side and remnants of its original interior. St. John's Church, further along the same street, is another listed building (grade II) which is important in views along the street with its square tower being of special interest, although the very enclosed character of the site (there is no churchyard) mean that the church is relatively unobtrusive within the townscape as a whole. The nearby Town Hall, also grade II, is probably the most important listed building within the townscape of Brigg, sitting as it does on a prominent site in the corner of the Market Place. Its elegant square clock tower is of special note.

Otherwise the remaining listed buildings within Brigg tend to be two or three storeys high, built from brick with pantiled roofs and with 19<sup>th</sup> century or later shopfronts inserted into the ground floor front elevations.

Of particular note are no. 7 Market Place, nos. 49-57 Bridge Street, and the Nelthorpe Arms P H, also in Bridge Street.

### **5.9 Buildings of Townscape Merit.**

This appraisal has identified a large number of Buildings of Townscape Merit. These are unlisted buildings which it is considered contribute positively to the character of the Brigg Conservation Area. They largely date to the 19<sup>th</sup> century although some 20<sup>th</sup> century examples (such as the Edwardian houses along Wrawby Road A18 and Bigby Road) are also included. The buildings are generally unaltered or, could with some restoration, be easily reinstated to their original appearance. Their age and architectural interest is considered to provide sufficient justification for them to be given special protection and the Council will resist their demolition unless the applicant can prove that the building is beyond the point of economic repair. Additionally, because these buildings are an important part of the character of the conservation area, the Council will pay special attention to applications for alterations and extensions. Policies to help achieve their preservation and enhancement are provided in the Supplementary Planning Guidance for Brigg.

## **6 AREA ANALYSIS**

### **6.1 Introduction**

This section seeks to describe in greater detail the buildings and spaces within the Brigg Conservation Area. The aim is to identify the special character of the area which provides Brigg with its particular “sense of place”. Building materials and details are also be included and any unusual features have been identified.

In the centre of Brigg, and forming the core of the conservation area, are several streets with cohesive, historic townscape, made up from two or three storey terraced buildings which line the backs of the pavements. Many contain ground floor shops, particularly in the Market Place, and along Wrawby Street. The conservation area divides conveniently into four character areas: Bridge Street, the Market Place, Wrawby Street/Bigby Street, and Cross Street to the War Memorial. A summary of the special characteristics of each is included as the end of each section.

## **6.2 Bridge Street and County Bridge.**

Bridge Street lies along the original route of the historic crossing across the valley of the Old River Ancholme. It is wide and lined with two and three storey buildings, nearly all of which date to the 18<sup>th</sup> and early 19<sup>th</sup> century and are listed grade II. The buildings are mainly in commercial uses or are houses, with some ground floor shops. There are two public houses, the Nelthorpe Arms and the White Horse. Views along this street towards the Market Place are of note, and the way in which the road rises over the hump-backed bridge which forms the natural boundary to this section of Brigg.

The historic line of the street was altered in 1993 when the new by-pass was built through the northern edge of Brigg, resulting in the creation of a landscaped area (similar to that at the eastern end of Barnard Avenue) at the new junction. This landscaped area has been paved using Blancs de Bierges and red brick planters and seating installed to mark the line of the new road. Modern street lights, telephone poles, the poor condition of some of the buildings, and the loss of sense of enclosure are regrettable features. Against this, however, must be balanced the undoubted improvements to the environment of the town centre brought the new by-pass.

On the south side of the street, and particularly visible from the bypass, is a group of unlisted buildings, identified as Buildings of Townscape Merit. The first (no. 12) is three bays and painted white with a dark clay tiled roof and prominent end stacks. Its casements windows are unusual for Brigg. The next range (nos. 7 and 11) is notable for its pantiled roof and lower profile. Modern windows intrude into the front elevation, as do two wide shopfronts one of which has a deep modern fascia. Next to this, and towering over its much smaller neighbours, is the former chapel of the Wesleyan Methodists. This early 19<sup>th</sup> century building is built from buff coloured brick with a hipped slate roof, important in views from the by-pass. Now in use as a carpet showroom, its Classical façade would benefit from careful cleaning and restoration.

Between the chapel and County Bridge are several late 18<sup>th</sup> century houses of quality, particularly the Nelthorpe Arms P H. Regrettably, no. 6, a free-standing house on a corner plot, which is listed grade II, has been rendered and painted blue, with modern replacement windows and a concrete tiled roof. Otherwise, the remaining buildings are notable for their pantiled roofs, facing the street, gabled ends, and sashed windows with white-painted rendered surrounds. Barnard Butchers creates a single storey link between nos. 4 and 3. The latter, which is three storeys high, has a more "polite", symmetrical façade, with a stone doorcase and an eaves cornice with paired modillions. Evidence of disturbed brickwork to the ground floor indicates that a later shopfront

has been replaced recently and the original design of the house re-instated. The pub has stone string courses, and on its side elevation is a Brigg Urban District Council notice of 1921, listing the tolls for each animal as it passed by on the way to market. Close by the bridge is a 19<sup>th</sup> century cast iron pump, set against the modern brick wall which retains the pub car park.

On the north side of Bridge Street, a continuous terrace of varied listed buildings forms one of the best and most interesting groups of historic buildings in the town. The first of these buildings (nos. 48, 49, 50 and 51) are three storeys high with steeply pitched pantiled roofs and stone copings to the end gable. Thick chimney stacks mark the party walls. The character of these buildings has a Dutch influence, with sashed windows to the first and sliding "Yorkshire" casements to the second floor. A simple stone eaves cornice and brick string course at first floor level punctuate the pinkish red brickwork. Some of the buildings retain their original doorcases and sash windows to the ground floor and some have modern shopfronts, in poor condition. No. 52 lies next to this group and is painted brick but only two floors high, with a new bright red pantiled roof. Next door, no. 53 is mid-18<sup>th</sup> century with a stone parapet concealing the roofline behind. This has Edwardian mullion-and-transom windows but retains an attractive early 19<sup>th</sup> century pedimented doorcase. Another painted house, nos. 54 and 55 are also two storeys high with dark pantiled roof broken by long, low "Lincolnshire" dormers with casement windows. The White Hart P H forms the end block to the group with concrete roof to the side extension facing Bridge Street and clay pantiles to the main building. The main building has four-over-eight sashes to the first floor and eight-over-eight sashes below and a simple front door. The slope of the road outside, leading up to the bridge, is of note, as is the courtyard with its red brick stables to the rear of the pub. From here are attractive views of the river and County Bridge.

The County Bridge is dated 1828 and contains a foundation stone inscribed with the name of J S Padley of Lincoln, County Surveyor; Geo. Willoughby of York, Mason and Contractor; and W T Leake, of Louth, Clerk of Works. The single span bridge is built from rusticated stone and the original stone balustrade was replaced in 1951 with modern metal railings, themselves now requiring replacement.

- Bridge Street is lined with mainly listed, 18<sup>th</sup> and 19<sup>th</sup> century houses
- Some have ground floor shops, otherwise residential
- "Dutch" influence on design of houses evident in use of pantiles, dormers, steeply pitched roofs, heavy sash windows
- Two public houses of note: the Nelthorpe Arms and the White Horse
- County Bridge (1828), and its hump-back shape, important in views into Brigg

### **6.3 The Market Place.**

The Market Place is a long rectangular space which forms the most important open space within Brigg town centre, with narrow streets and alleys leading off it. The buildings all sit on the back of the pavement without any front gardens. In 1993 the area was pedestrianised and recent landscaping has provided new paving, trees and a variety of items of “heritage” street furniture which are all painted black. Overall the scheme provides a pleasant environment, especially on Thursdays when the weekly market takes place, but the complicated patterns in the paving appear to have no historic significance and the loss of kerb lines is in marked contrast to the effect achieved by the historic paving of sandstone setts and kerbs which are shown in the historic photographs of Brigg.

On the western side, County Bridge creates an obvious boundary and the Old River Ancholme an attractive interlude in the built form. However, modern development (Springs Parade), on the site of the former jam factory, is mundanely detailed, and with its associated car park facing the river, is disappointing in its relationship to the river. Fortunately, nos. 2 and 3 Market Place, a grade II listed former public house, effectively masks the worst of the new development from the Market Place, with a small gap between it and the bridge allowing access down onto the riverside. A riverside walk, with a small floating pontoon for fishermen and duck-feeding, is a welcome facility. By contrast, the riverside to the south of County Bridge is not publicly accessible, with the former warehouse sitting on the river bank and, on the opposite side of the river, the car park for the Nelthorpe Arms P H.

The eastern end of the Market Place splits into the two main roads through Brigg – Wrawby Street and Bigby Street – with the former Town Hall sitting prominently on the corner.

The buildings around the Market Place are immensely varied, although mainly two and three storey, 18<sup>th</sup> or 19<sup>th</sup> century, and listed, with alleys and yards being important features within the townscape. Along the north side the Woolpack Inn dates to the late 18<sup>th</sup> century and is painted render over brown brick, three storeys high, with a pantiled roof and end stacks. Its immediate neighbour, no. 5, is an unlisted brick building, slightly taller with a slate roof. The use of stretcher-bond brickwork suggests a date of c.1910. The ground floor shop appears to be empty. This building has potential for improvement but currently is not considered to be an asset to the area. Similarly, Smith Parkinson’s garage on the adjoining site is a much altered early 20<sup>th</sup> century building on two floors with contemporary windows and wide shopfronts. The bright blue paintwork and wide shopfronts are discordant features in the

overall space. Improvements to such a building are difficult to imagine without completely rebuilding the whole block.

The other buildings along this side of the Market Place are good quality, grade II listed houses, with no. 7 being a particularly fine example. This two storey house (now used as offices) is three windows wide with a pantiled roof into which have been inserted three small dormers. The first floor central window, with its thick glazing bars, appears original, with later alterations on either side. The light brown brick façade shows evidence for window changes and there is a doorcase with fluted panels and a small cornice. A stone plinth, string course, and wood modillion eaves cornice provide further decoration.

Barclays Bank (no. 8) faces no. 7 across the entrance to Market Lane. It forms the end block of a continuous group which ends with the National Westminster Bank, which sits across the end of the Market Place. Barclays Bank is three storeys high and has a stone coped brick parapet concealing a shallow pitched slated roof. Four windows wide, the building dates to c. 1840 and is built from light buff brick. The ground floor is still domestic in character (apart from a large blue Barclays sign) with evidence for previous shopfronts. A moulded stone string course between the ground and first floors provides some decoration. The remaining buildings in this group are slightly lower and built from painted brick. They are all grade II listed with modern shopfronts and sash windows. The elliptical-headed yard entry to no. 9 is of note. Some of these buildings regrettably have concrete tiled roofs. It should be noted that no.2-3 Market Place has been very poorly repaired using a red brick opposed to its original grey brick. This approach should not be repeated. The National Westminster Bank was built in the 1920's in the Georgian style then popular for banks and other institutional buildings. Its fine stone and red brick façade is an important feature when viewing the Market Place and it replaced an earlier building shown in historic photographs of the Market Place. Opposite, the former Town Hall sits on an island site with two shops, E Hounslow and a fish and chip shop. These are listed although they have been much altered on their Wrawby Street facades, retaining on their Bigby Street facades some early 19<sup>th</sup> century sashes and a slightly later shopfront. A narrow alley connects the two streets behind this block, and this has been paved in York stone with cast iron bollards to one end.

The Town Hall's principal features are its light brown brickwork, relieved by stone banding and keystones and two very good Georgian doorcases. A stone modillion cornice sits on the parapet which partially conceals a shallow pitched slate roof. However, the building's most important asset is its rectangular painted wood clock tower with its ball finial and weather vane. The position of the building, dissecting Wrawby Street and Bigby Street, provides a dramatic setting and means that the

building is visible from almost every angle. It has recently been restored and the ground floor is now in use as the Tourist Information Centre.

Along the south side of the Market Place, is a long range of historic buildings only two of which are not listed – the Angel Hotel and no. 32, close to the old mill. The group to the east between Elwes Street and Exchange Place (nos. 20-25, including the Lord Nelson Public House, and Hardys) are a cohesive although varied in their detailing, with mainly painted brick or rendered fronts, two or three storeys high, and pantiled roofs. No. 25 (Hardys) has unusual Ionic pilasters marking out the three bays to the front. Some of this group have shopfronts of mixed historic interest, although no. 23 has a 19<sup>th</sup> century example of note which includes a curved bay.

The Angel Hotel is completely different in character to the other buildings in the Market Place with its red brick ground floor and fake half-timbering above. Its four tall gables at second floor level, which face the street, again suggest that the builder wished to make this building stand out amongst its neighbours. A central carriage entrance punctuates the symmetrical façade, leading to a stable courtyard behind. It is not listed, but probably should be for its contribution to the character of the Market Place.

At the back of the hotel, now car parking and service yards, once stood the Corn Exchange, an 1850's building demolished in the 1990's, and beyond this, more car parking and some landscaped gardens lead down to a public walk along the riverside towards Cadney. This is a welcome facility for the townspeople and provides a pleasant location for a stroll or a picnic with many mature trees and attractive views along the river.

Returning to the Market Place, nos. 27 and 28 (HSBC bank, Jak'A'Bites and Videorama) are of one build although no. 29 has two modern shopfronts which are of no merit. The HSBC bank has stone pilasters to the ground floor dividing four windows and a door with a substantial stone doorcase, probably all of the 1920's. A wide central archway leads into the back of the site, with a fretted cast iron balcony above (it was once the White Lion Hotel). The cleaning of no. 25 and the replacement of its modern shopfronts would be welcome.

Nos. 29, 30 and 31 form a group although they are slightly different. The original range appears to be early 18<sup>th</sup> century but is hidden by parapeted brick fronts, painted and refenestrated in the early 19<sup>th</sup> and 20<sup>th</sup> centuries. Modern shopfronts stretch across the ground floors. No. 33 is unlisted and has been identified as a Building of Townscape Merit. It dates to c.1880 and is three storeys high and built from dark red brick with a slate roof above a stone modillion cornice. Its most important



feature is its oriel bay window to the first floor and the pair of round-headed sash windows above. The shopfront is timber and painted dark green and appears to be modern, with some “historic” details. The many pipes which are visible down the side elevation of this building are detrimental to its character.

No. 33 sits next to the former warehouse. It is listed grade II and dates to the early 19<sup>th</sup> century, with three storeys beneath a hipped pantiled roof. The windows are modern, as is the shopfront. This is a building which clearly would benefit from improvement. The former warehouse, now a rest home, sits dramatically on the edge of the Market Place and surprisingly retains something of its original character despite its present use. The north front of the building is rendered and somewhat altered at ground floor level, with an over-prominent sign, but the westerly elevation facing the river retains an industrial character with small square windows and its original brown-red brickwork. This is punctuated by a loading bay marked by a deep balcony and smaller balconettes to the first and ground floors and the roof is slated.

- The Market Place is the most important public open space in Brigg
- Modern repaving and landscaping has recently upgraded the space
- Weekly markets still held
- Fairly continuous buildings along both sides
- Better quality buildings on south side, with some 20<sup>th</sup> century buildings on the north
- The most notable buildings are the Town Hall, Barclays Bank (c. 1840), the National Westminster Bank (c.1920's), the Angel Hotel (early 20<sup>th</sup> century), and the former warehouse overlooking the Old River Ancholme.

#### **6.4 Wrawby Street and Bigby Street.**

These two streets runs almost parallel to each other diverging gradually away from the Market Place and then meeting again at the War Memorial. They are medieval in origin although no buildings earlier than the 18<sup>th</sup> century remain. This may reflect the prosperity of the town in the 18<sup>th</sup> and 19<sup>th</sup> centuries when clearly it was considered desirable to rebuild existing properties, rather than to repair them.

Wrawby Street.

Wrawby Street is the main shopping street in Brigg and is well situated with the Market Place at its western end proving an attraction to shoppers who have already probably used the main supermarket and public car park to the north of the street. The loss of the courts and alleys from the 1960's onwards has already been referred to although several still remain in a somewhat truncated form, and still function as

attractive pedestrian walkways and small shopping malls. Wrawby Street widens and narrows (particularly close to the Market Place) with the buildings sitting on the backs of the pavement. Like the Market Place, Wrawby Street was pedestrianised in 1993 with similar materials and detailing.

About half of the buildings on the north side of Wrawby Street, and about four-fifths of those on the south, are listed grade II. Along both sides, the Townscape Analysis map identifies a number of modern buildings which have been built (and contribute little to the character of the area) and also noted are a number of 19<sup>th</sup> century Buildings of Townscape Merit. Some of these have a number of unsuitable alterations, including windows and shopfronts, which with grant aid could be greatly improved. The buildings are all different, some with brick and some with painted rendered facades, and together create a lively townscape, with the pitched roofs to the older listed buildings, and their chimney stacks, being important in views along the street. This curves slightly along its length and widens considerably at the eastern end, outside the White Horse Public House, where the intrusion of the new by-pass is most noticeable. However, it is in this street that the effects of unsympathetic development are most marked on the character of the conservation area.

#### North side of Wrawby Street.

From the west along Wrawby Street, a number of these unlisted buildings (nos. 1-6), some with prominent gables, line the street, and of note is the Black Bull Public House with its early 20<sup>th</sup> century façade. Views along the narrow leading to College Yard, a major pedestrian route into the main car park, are important. Boots is a modern intrusion (no. 7) and next to it is Martins newsagent (no.8), a large, brown brick building, five windows wide with its original sashes to the second floor and mid-19<sup>th</sup> century sashes below. A modern shopfront, with a very deep fascia board, dominates the street level. Beyond is a further group of modern or altered buildings, of no interest, (nos. 9-13), with a long range of listed houses beyond (nos. 14-22). These are two or three storeys high, mainly with ground floor shops. No. 16 has been adversely affected by the insertion of inappropriate windows although it retains a good early 19<sup>th</sup> century doorcase. Of special note is the former Congregational Church, dated 1813 with a later front designed in Gothic style. This has been converted into an estate agents' office. Its tiled decoration and ornate front adds a pleasing variety to the street at this point. Beyond the church is a two storey cream-painted range of houses (nos. 17, 18 and 19) with a pantiled roof and painted timber shopfronts. The narrow alleyways at this point are important and lead to a modern shopping precinct (Chapel Court) which fits in successfully with the adjoining buildings, and Chapel Yard, a row of listed buildings dating to

the early- to mid-18<sup>th</sup> century. These have later alterations and when spot-listed in 1987 they were empty and almost derelict. Some have now been restored but further repairs and reinstatements are needed.

Nos. 19 and 20 Wrawby Street are smaller, almost cottages, with ground floor shops and appear to have been almost totally rebuilt. Nos. 22 is grade II listed as well and empty, with a boarded-up ground floor shopfront. Dating to the late 18<sup>th</sup> century this building is in urgent need of repair and restoration. Similarly, no. 22, a listed building dating to the early 19<sup>th</sup> century, is also boarded-up and empty. On the corner of Grammar School Road South, no. 23 is a old building with a pantiled roof and ornate 19<sup>th</sup> century-style shopfront, although it has been the subject of considerable repair and extension. Its sensitive design contributes to the character of the conservation area apart from the long blank brick wall which stretches back along the eastern side of the building. The lack of chimney stacks is also regrettable.

The White Hart Public House forms the last building in Wrawby Street apart from a small 19<sup>th</sup> century former stable now painted white and in use as a hairdressers. The inn is not listed (surprisingly) and appears to date from c.1800 with a brick dentil eaves cornice, end stacks, clay tiled roof, and sashed windows. At this point, Wrawby Street widens and of note is the new landscaping provided as part of the pedestrianisation scheme, with Blancs de Bièges paving, new trees, and cast iron bollards. Modern railings separate the end of the street with Barnard Avenue and cars must turn down Queen Street and then Bigby Street to reach the end of the by-pass. This inevitably results in the opening-up of the townscape and subsequent loss of visual cohesion, although historically the street always widened at this point. Traffic noise, modern street lights, a bus shelter, and the pedestrian crossing over the by-pass all add to the less attractive features of this area.

South side of Wrawby Street.

Along the south side of Wrawby Street is continuous development apart from the break caused by Cross Street until the Town Hall block. The pedestrianisation scheme stops at Cross Street so this more easterly section of Wrawby Street includes a carriageway and on-street parking, a useful local facility. Opposite the White Hart P H are two storey buildings with shops at ground floor level. Nos. 14 Queen Street and nos. 43-47 Wrawby Street are unlisted and date to the mid-19<sup>th</sup> century (although they are not shown on the 1851 map) with shallow pitched slate roofs, brick stacks, and painted or natural brown brick facades above a mixture of original (although altered) and modern shopfronts. No. 47 is taller than the rest of the terrace, with four prominent windows at first floor level with heavily moulded architraves and hood moulds supported on small console brackets. Nos. 48-52 are earlier, possibly

1840's, with similarly detailed shallow pitched slate roofs and eight-over-eight sash windows. No. 48 retains its original façade with a tripartite ground floor window and simple Classical doorcase. Otherwise, the buildings have modern shopfronts or other alterations).

No. 53, on the corner of Cross Street, is another potential Building-at-Risk as although it has a new pantile roof and its original first floor sash windows the shopfront is boarded-up and the side elevation requires repairs. The building sits at the end of the pedestrianisation scheme, marked here by a plethora of "No Entry" signs and small planters, somewhat neglected. From this point until the Town Hall are a variety of mainly listed buildings of which Glanford House (nos. 54 and 55) is most in need of restoration, including new windows and roof. Other buildings are three or two storeys high and all have ground floor shopfronts. Brick, sometimes painted, is the most universal material. Of note is the carriageway through to the Exchange Hotel between nos. 56 and 57. Many of the buildings have had new "heritage" shopfronts installed, with varying degrees of success, although some examples of modern shopfronts, with typically over-deep fascias, remain.

Towards the western end of Wrawby Street, are fewer listed buildings including nos. 67 and 68, a possibly modern block with dominant shopfronts. Lloyds Bank (no.69) is listed although the ground floor is much altered. Views to the church of St. John down the small alley to the west of the bank are extremely important. The next group of buildings (nos. 70, 72 and 73) have been identified as Buildings of Townscape Merit of which no. 70 (Shoefayre) is the most interesting and unusual. Dating to the late 19<sup>th</sup> century, it is a three storey red brick building in the Gothic style with a prominent first floor oriel window beneath a Dutch gable, reflecting the simpler gables on the other side of the road. Most of the shopfront below is original. The blue paintwork of this building detracts from its architectural interest. No. 71 is a modern infill building of little merit, although nos. 72 and 73 beyond, which date to the early 19<sup>th</sup> century but have been somewhat altered, contribute more positively to the character of the area (no. 72 is currently empty and boarded-up). No. 74-76 are grade II listed, three storeys high and built from brown brick with stone string courses, eaves cornice and cills. Its wide chimney stack is important in views along Wrawby Street. The shopfronts are in part 19<sup>th</sup> century with some later alterations.

#### Bigby Street.

Bigby Street contains the parish church of St. John and several important Georgian buildings, most notably the Exchange Hotel, grade II\*, the only such listed building in Brigg. The Manor House, dating to the 18<sup>th</sup> century, has now been converted into five houses. In comparison to Wrawby Street it feels very much a "backwater" with a tight urban form to the west, and to the east, more open townscape

(largely outside the conservation area) along its southern boundary between Saint Clares Walk and Queen Street. Like Wrawby Street it curves along its length, and also widens and narrows, reflecting its early origins. The similarity of materials and date of three major houses, no. 8, the Exchange Hotel, and no.14, suggests that they may have been in one ownership although further research would be needed to confirm this.

North side of Bigby Street.

On the north side of Bigby Street, a group of listed buildings around St. John's Church is of very mixed character. Nos. 1-3 form the rear of Lloyds Bank and date to the early 19<sup>th</sup> century with an early 20<sup>th</sup> century Classical bank front in Portland stone (now with a secured door). This building is important in views along Elwes Street when entering the town. The bright red brick, stone strings and moulded eaves cornice are of note. Nos. 4 and 5 are much smaller, domestic houses, two storeys high and painted. The steep pantiled roofs suggest an 18<sup>th</sup> century date although both have late 19<sup>th</sup> century windows and other unsympathetic alterations. No. 4 is currently boarded-up.

St. John's Church sits on a very tight site immediately next to no. 5 without any land around it and replaced the chapel-of-ease which previously occupied the site. Apparently the church committee tried to negotiate the purchase of additional land from the then Lord of the Manor, R C Elwes, but failed, so the church had to be built on a much smaller site than first envisaged. The architect was William Nicholson of Lincoln and the building is listed grade II. Its square tower and Early English detailing are both of interest. Beyond the church was once the Lamb Public House and the Free Methodist Church of 1865. A modern church hall and car park (both requiring improvement) now mark the site of these earlier buildings.

Nos. 6-11 are an important group although no. 6 (Sharmins), a modest two storey brick cottage with a concrete roof, is of marginal interest. No. 8 has far greater impact and dates to the 18<sup>th</sup> century. Like no. 14 further along the road it sits at right angles to the road with a tall gable facing the street complete with stone copings supported on prominent kneelers. A lunette window with stone surrounds decorates the second floor although regrettably the original sashes below have been replaced and a shopfront inserted at ground floor level. A badly detailed dormer, clearly visible from the street, adds to the unsuitable alterations inflicted upon this very interesting building. No. 9 is a Building of Townscape Merit – a modest, two storey brick house of the late 19<sup>th</sup> century with a canted ground floor bay. Its modern front door detracts from the overall interest of the front elevation.

The Exchange Hotel sits back slightly from the pavement with a stone and brick base which must have once supported cast iron railings. It was original two houses with side entrances, and like no. 8, it lies at right angles to the road. A post 1851- two storey wing, in red brick detailed with stone voussoirs and a parapeted roof, is on the western side. On the eastern, the building rises to three storeys with side extensions (all original) with some original six-over-six sashes remaining. The central section is built from a red brick with the side sections in a slightly lighter brown brick. A balustraded parapet provides impact at roof level, and the steeply pitched pantiled roofs add interest. Only one original entrance remains, on the eastern side. This has a fine Georgian doorcase with bark rustication to the columns and a broken triangular pediment over the semi-circular head of the door.

Between The Exchange Hotel and Cross Street, no. 14 is of a similar age to the hotel and of simpler detail. Its symmetrical appearance is largely as original. It also sits a right angles to the street, with a slightly lower and later range continuing to the back. A low brick wall contains the front gardens. J Naylor Funeral Directors turns the corner into Cross Street and is not listed, although it appears to date to the late 18<sup>th</sup> century with 19<sup>th</sup> century alterations. Built from dark red brick, its twin gables face Queen Street, with a pantiled roof above and a 19<sup>th</sup> century shopfront.

Between Cross Street and Queen Street is a long terrace of varied early 19<sup>th</sup> century terraced houses, ending in the unlisted 1930's former Post Office. Nos. 16-25 are all grade II listed and somewhat varied, although nos. 16 and 17 form the only house which is rendered and painted. This two storey, four-window-wide pair of houses of c.1830 turns the corner into Cross Street in a most appealing way and retains its original sash windows and ground floor window hoods, supported on console brackets. Otherwise the two or three storey houses are built from red brick, with sash windows and attractive doorcases. This group of buildings is perhaps the least altered of any group of listed buildings in Brigg, although the blue paintwork to nos. 23 and 24 is a detrimental feature. The 1930's Post office has a brown brick façade with a projecting ground floor porch and "Georgian" sashes. To the rear, facing Queen Street, are further buildings of no special interest and the whole site could be redeveloped if an appropriate replacement building was provided.

This point marks the end of development in the mid-19<sup>th</sup> century with only one listed building (East field) on the opposite corner, and later buildings lying to the east along Queen Street, Bigby Street and Albert Street.

South side of Bigby Street.

Elwes Street leads out of the town centre towards Cadney but has been much altered with new development, the design of which is poorly related to the existing character of the conservation area. Some of this non-contextual development is within the conservation area, diluting the character and appearance of this small section of the historic town. Between Elwes Street and Saint Clares Walk, is a mixture of listed buildings and buildings assessed as Buildings of Townscape Merit. A remodelled three storey building on the corner of Elwes Street (no. 45) has badly detailed windows and doors, although it fortunately retains its double pair of chimney stacks. The Dying Gladiator Public House next door, which is grade II listed, provides more interest including the gruesome figure of the dying gladiator over the front entrance with its well detailed mid-19<sup>th</sup> century doorcase. This building dates to the mid-18<sup>th</sup> century and although the brickwork has been painted the “tumbled” detailing on the gable facing east can be clearly seen. At the back of the inn, and attached to it, is a late 19<sup>th</sup> century brick building, possibly built as a hall.

On the other side of an access road, the Brigg Snooker Club has a concrete tiled roof but otherwise this late 19<sup>th</sup> century building has some features of merit although the blanking-off of the ground floor windows provides a very bleak outlook to the street. An oriel window on the corner of the building at first floor level is of some merit. Next to it, the small cottages (nos. 41 and 42) have been rebuilt but with long dormers and a chimney stack provide some links to the past. No. 40, now an accountant’s office, is late 19<sup>th</sup> century but would benefit from cleaning. Its immediate neighbour, no. 39, is a new building added when the old Manor House was converted into five dwellings in the 1970’s. The style of the new work matches the old exactly with a pantiled roof, sash windows and white-painted rendered front. The remaining block, although now separate houses, includes a five-bay 18<sup>th</sup> century house with a moulded eaves cornice and central doorway with pilasters, frieze and cornice. The end section, where it turns into Saint Clares Walk, is lower, although also three storeys high, again with a central front door and Georgian doorcase.

Beyond Saint Clares Walk the enclosed nature of the street completely changes and a builder’s yard and school lie outside the conservation area although their frontages form the current boundary. In this appraisal is a recommendation to include the schoolhouse of the school within the designated area.

- Street plan interesting, with medieval origins
- Most of the buildings 18<sup>th</sup> and 19<sup>th</sup> century, terraced, and sit on the back of the pavement
- Heights vary from two to four storeys

- Each building different, but pitched tiled roofs, brick or rendered walls, sash windows, and some good Georgian doorcases typical
- Wrawby Street the main shopping street in Brigg, with more densely developed frontages
- Former courts to north of Wrawby Street still a feature
- Bigby Street in mixed uses, with less cohesive townscape
- Narrowness and twisting route of Bigby Street an important townscape feature
- St. John's Church sits on very constrained site, visible from both Wrawby Street and Bigby Street
- Other notable buildings include the Exchange Hotel (a mid-18<sup>th</sup> century building listed grade II\*), the White Hart Public House (c.1800 and unlisted), and the former Manor House (early 19<sup>th</sup> century)
- Good group of listed Georgian houses in part of Bigby Street
- Views out of Brigg along Elwes Street, to countryside beyond, important

#### **6.5 Cross Street to the War Memorial.**

This area was largely developed after the coming of the railway in the 1840's. It contains some attractive mid-19<sup>th</sup> century terraced houses, all unlisted but largely considered to be Buildings of Townscape Merit, interspersed with 20<sup>th</sup> century factories and other commercial premises of no special interest.

The construction of the by-pass in the early 1990's resulted in the deviation of the end of Wrawby Street into Barnard Avenue, although the map of 1851 shows that at least at this stage the area now covered by the by-pass was largely fields or gardens. These largely remained until the new by-pass was built and the new road only required the demolition of one building.

There are good terraces on the both sides of Queen Street, and along Bigby Street, usually two storeys high with slate roofs, sash windows and simple mid-19<sup>th</sup> century doorcases.

Of note is the Magistrates Court on Barnard Avenue, surprisingly unlisted as it dates to the 1840's, and Eastfield House, of a similar date and prominently sited on the corner of Bigby Street and Albert Street.

The railings to the former Glanford Brigg Union Workhouse still remain facing the War Memorial.

Along Wrawby Road A18 and Bigby Road are semi-detached Edwardian villas, with generous gardens, completely different in character from the more built-up town centre, although only some of these lie within the



current conservation area. Trees are important in these gardens, and also on the War Memorial roundabout and along the north side of Bigby Street.

Many buildings in commercial uses in this part of Brigg are either relatively modern or have been modified in ways which adversely affect the area. Most notably, the Post Office complex in Queen Street (a 1950's building in the neo-Georgian style of that period), the carpet showrooms on the opposite side of Queen Street, the bed shop in the converted chapel in Princess Street, the adjoining pizza house, and the garages and associated buildings which face the roundabout, all dilute the special character of the conservation area. However, they do support the economic vitality of the town and provide a useful local facility. In Cross Street, the yards and parking areas on the west side are a detrimental feature and improvements should be sought.

- This area developed largely after the railway arrived in the 1840's
- Good examples of mid-19<sup>th</sup> century cottages and small terraced houses, interspersed with commercial or religious buildings
- Slate roofs, brick frontages, multi-paned sash windows and simple doorcases provide architectural interest
- Notable buildings include the Magistrates' Court in Barnard Avenue, and Eastfield House in Bigby Street
- Modern commercial buildings close to roundabout on A18

## **7 PROBLEMS AND PRESSURES.**

### **7.1 General introduction.**

Within the Brigg Conservation Area there are a number of threats to the character of the conservation area, particularly caused by a lack of maintenance of the existing historic buildings, poor control over alterations (particularly shopfronts and windows), and neglected and empty sites and buildings.

The creation of a large town centre car park in the 1960's, and the pedestrianisation of the town centre in the 1990's and the construction of the new by-pass, have all brought benefits to Brigg. These include a more attractive shopping area and the removal of through traffic from the narrow streets. However, the loss of historic fabric to the north of Wrawby Street and the developments to the south are regrettable. The harm caused to the historic townscape by the demolitions required in the Bridge Street area for the new by-pass is also obvious when viewing the western edge of the town. These changes are now unalterable but within the town centre the existing historic fabric requires careful monitoring and control.

## **7.2 Buildings which in their present form have a negative or neutral impact in their present form on the Brigg Conservation Area.**

On the Townscape Analysis map (Figure 4) buildings or structures which it is considered have a negative impact on the surrounding conservation area have been identified. These include several properties on the north side of the Market Place, the church hall in Bigby Street, a number of modern buildings in Wrawby Street (such as Boots). Policies relating to these buildings can be found in the Supplementary Planning Guidance for Brigg, but briefly, the sympathetic renovation of these buildings using traditional designs and materials would be welcome by the Council.

Additionally, other buildings, which make a “neutral” contribution to the character of the conservation area, have been identified and are also marked on the Townscape Analysis map. These are older buildings, which have been altered or modern buildings whose design is considered to be reasonably in keeping with the surrounding area. Again, alterations to these buildings using traditional designs and materials would be welcome by the Council.

## **7.3 Buildings-at-Risk.**

This appraisal has not included a detailed survey for buildings-at-risk but within the town centre a number of both unlisted and listed buildings were noted as being potentially “at risk”. These include empty and boarded-up shops on both sides of Wrawby Street, a pair of houses to the west of St John’s Church (one of which appears to be empty), and further properties in Bridge Street. The condition of such buildings creates a poor image of the town and their early restoration and re-use should would be welcome.

## **7.4 Sites which have a negative impact on the Brigg Conservation Area.**

The Townscape Analysis map (Figure 4) identifies sites which have a negative impact on the character of the conservation area. Most notable is the car park next to the church hall in Bigby Street and the untidy, backlands sites in Cross Street. The development or enhancement of these sites would be acceptable to the Council.

## **7.5 New development within the Brigg Conservation Area.**

New development has intruded into the conservation area in a number of places, particularly on the north side of the Market Place and Wrawby Street, and to the south of Bigby Street. This has resulted in a loss of existing historic fabric and unsympathetic changes to the townscape,

such as at the junction of Elwes Street and Bigby Street, where new housing has decimated the historic building lines and left unused, open spaces of little practical use apart from car parking. Design guidance for any further development is included in the Supplementary Planning Guidance for Brigg.

### **7.6 Alterations to existing historic buildings.**

Within the conservation area, a number of both listed and unlisted properties have suffered from the loss of original detailing and materials, such as the insertion of modern windows, the loss of original clay pantiles to concrete, and the insertion of unsympathetic shopfronts, particularly over-deep fascia boards. Guidance to avoid such change, which is detrimental to the overall character of the conservation area, is included in the Supplementary Planning Guidance for Brigg.

### **7.8 Street audit.**

Historic photographs show that within Brigg the 19<sup>th</sup> century street surface was setts, with stone kerbs and sandstone paving or compressed gravel. When the pedestrianisation scheme was designed in the early 1990's, the materials used were a mixture of traditional stone and more modern equivalents such as "Blanc de Bierges" and "Tegula" (both concrete). The Market Place and Wrawby Street areas were comprehensively repaved at this time and new "heritage" cast iron lights, bollards, litter bins, seats, and signage were introduced. Kerb lines were removed so that the pavement and road were no longer defined, although patterns in the paving do suggest some of the previous functions of the spaces. New trees were planted which are still too small to have much impact. York stone was specified for some of the Wrawby Street, having already been used to pave the small alley to the back of the Town Hall. To the eastern end of Wrawby Street, more modern materials predominate.

Within the town there appear to be no examples of 19<sup>th</sup> century setts or other details remaining within the public spaces.

### **7.9 Traffic management.**

The construction of the much needed by-pass in 1993 removed the through traffic from Brigg which had blighted the town centre for many years. The pedestrianisation scheme appears to work reasonably well although cars still infiltrate the main shopping areas throughout the day and illegal parking is evident although not particularly obtrusive.

To the east of the town, the noise of the heavy traffic along Barnard Avenue intrudes into the end of Wrawby Street and the many cars and

lorries to a degree create a barrier to pedestrian movement across to the north of the town. However, this has been alleviated by the provision of a pedestrian crossing at the end of Wrawby Street, across Barnard Avenue.

### **7.10 Summary**

- Lack of maintenance and poor standards of repair evident throughout the conservation area
- Economic decline a obvious problem, with empty shops and buildings
- Some modern development adversely impacts on the character of the conservation area
- Further repaving using appropriate materials would welcomed
- Traffic still impacts adversely on pedestrians and on character of the conservation area, particularly close to the by-pass

## **8 RECOMMENDATIONS.**

### **8.1 General.**

This sections contains a number of recommendations which will be subject to public comment before parts of this appraisal are formally adopted by North Lincolnshire Council as Supplementary Planning Guidance. Further recommendations may be added, or existing ones deleted, as part of the public consultation exercise.

### **8.2 Buildings-at-Risk survey.**

The town contains a number of buildings at risk from lack of maintenance or from wholesale neglect because the buildings are currently empty. To assess the condition of these buildings a detailed Building-at-Risk survey should be carried out using English Heritage guidance notes and forms. The results of this survey can be used to monitor the condition of the town centre historic fabric and as a basis for concentrating resources such as grant aid.

### **8.3 Development control including Article 4 Directions.**

The cumulative loss to the historic character of the buildings within the Brigg Conservation Area has already been noted, particularly alterations to windows, doors, roofs and shopfronts. Many of these can already be controlled under existing planning legislation as they largely affect listed buildings, commercial properties or those in mixed uses (such a shop with a residential flat above) which such changes usually require planning approval.

Where unlisted family dwelling houses are concerned, such changes are normally allowed under permitted development rights, but the Council is able to bring them under planning control by serving an Article 4 Direction. When the Brigg Conservation Area was first designated, an early Article 4 Direction was served by the former Glanford Borough Council, and this still stands, affecting a limited number of unlisted family houses in the earlier part of the conservation area.

It is therefore suggested that the Council considers extending the Article 4 Direction to the whole conservation area, including the additional areas (which are mainly residential) suggested for inclusion within the revised boundary.

#### **8.4 Brigg Conservation Area boundary review.**

Following a careful survey of the existing conservation and its immediate environs, the following changes are recommended to the existing boundaries:

*Deletions:*

- (i) *Delete* the section of Bridge Street immediately at the end of the road facing Ancholme Way.
- (ii) *Delete* modern development and garaging to the south of Bigby Street by Saint Clares Walk.

*Additions:*

- (iii) *Add* further properties along the south-east side of Wrawby Street A18.  
This will therefore include nos. 10, 12, 14 and 18 Wrawby Street, all Edwardian houses with good quality details sitting in attractive gardens. It will also include some of the long avenue of trees which marks this main entry into the town.
- (iv) *Add* nos. 3 and 5, and the adjoining 19<sup>th</sup> century buildings in Grammar School South (as far as Bernard Avenue).  
This will include nos. 3 and 5, a pair of Edwardian villas, and the adjoining late 19<sup>th</sup> century buildings, formerly in an industrial use and now a depot.
- (iv) *Add* part of Bigby Road, Albert Street, and Princes Street.  
This area includes some attractive Edwardian houses in Bigby Street; long rows of 1850's and 1860's terraced houses and some later Edwardian houses in Albert Street; and a few similar properties in Princes Street. It is accepted that some of these

properties, particularly in Albert Street and Princes Street, have suffered from unsympathetic alterations, but it is considered that the buildings are of sufficient interest to merit conservation area designation, as they retain their original form and most of them have been the subject of reversible changes such as new windows and doors. An Article 4.2 Direction will be needed, however, to control future changes to their front elevations.

### **8.5 Potential for grant aid.**

The poor condition of some of the town centre properties has already been recorded. A Buildings-at-Risk survey will identify the buildings most in need of grant aid and such a survey can be used to back-up a bid for grant aid. A number of sources for such grant aid are available including English Heritage (Heritage Economic Regeneration Scheme – HERS); the Heritage Lottery Fund (Townscape Heritage Initiative grant scheme, called more commonly a THI); and central government, including Single Regeneration Budget (SRB) funds and the relatively new Market Towns initiative (details of these last two can be obtained from the Government Office for Yorkshire and the Humber in Leeds).

Given English Heritage's past involvement in the town (there has already been a Town Scheme and a Conservation Area Partnership grant scheme) it may be appropriate to consider bidding for a HERS scheme to commence in April 2002. However, bids for such a scheme would need to be with English Heritage by the beginning of May 2001.

### **8.6 Street improvements.**

#### **Improvements to the carriageways.**

Most of the town centre (Market Place and Wrawby Street) has been repaved and new street furniture provided within the last eight years as part of the pedestrianisation scheme. These surfaces will need renewing at some stage in the future and it is suggested that a range of more traditional materials and detailing is considered for future replacement, including the resetting with sandstone setts of the carriageways and the removal of Tegula and Blanc de Bierges details. This could be achieved cumulatively, if and when funds were allocated.

It is accepted that such funds may not be available for expensive more traditional materials outside the immediate main shopping area in streets such as Cross Street, Queen Street and the eastern end of Bigby Street. In these parts of the conservation area, a policy of ensuring that kerbs are replaced in sandstone or granite, that paving is replaced in large concrete flags (rather than the smaller, rather "fussy" flags used in some locations at present), and that simple modern street lights are specified

(or fixed to existing buildings) where possible. Along Wrawby Road A18, the more rural character of the area suggests that tarmac for pavements, perhaps with an aggregate rolled into it, is in keeping with the verges and trees found along this road, and similar details could be used along Bigby Road.

### **County Bridge.**

Around County Bridge, modern metal railings, painted white, have replaced the original stone balustrade, and these railings also stretch down into the Market Place. It is recommended that on the bridge they are replaced to their original design and materials, and that the street railings are removed or replaced with cast iron railings more in keeping with the area.

### **Street signs and lighting.**

Many streets in Brigg would benefit from more sensitively designed street signs (particularly near to Barnard Avenue and at the roundabout at the eastern end of Wrawby Street). Street lighting, perhaps fixed unobtrusively to the buildings and using simple, modern fittings, would be welcomed.

### **Telephone cables.**

Within Brigg, overhead telephone lines are often draped across the street. The long term strategy of the Council is that these wires will be eventually be re-routed underground.

## **8.7 Recommendations for additions to the statutory list of buildings of architectural and historic importance.**

That submissions are made to the Department of Culture media and Sport concerning the inclusion on the list of buildings of architectural or historic interest for the Parish of Brigg of; the National Westminster Bank building in the Market Place, and; the Magistrates Court complex on Barnard Avenue.

**For further information on the Brigg Conservation Area contact  
Edward Rychlak in the Environment Team on 01724 297396, or  
write to:**

The Environment and Public Protection Department,  
North Lincolnshire Council  
Church Square House  
PO Box 42  
Scunthorpe  
North Lincolnshire  
DN15 6XQ

**For further information relating to listed buildings and conservation  
areas, contact:**

English Heritage,  
23 Savile Row,  
London W1X 1AB.  
General telephone inquiries: 020 7973 3000  
Customer Services 020 7973 4916.

**For detailed advice on repairing and restoring Georgian houses,  
contact:**

The Georgian Group,  
6 Fitzroy Square,  
London W1P 6DY.  
Telephone: 020 7377 1644

**For “Care for Victorian Houses” leaflet, contact:**

The Victorian Society,  
1 Priory Gardens,  
Bedford Park,  
London W4 1TT  
Telephone: 020 8994 1019

**For an excellent range of technical advice leaflets, contact:**

The Society for the Protection of Ancient Buildings (SPAB),  
6 Fitzroy Square,  
London W1P 6DY.  
Tel: 020 7377 1644



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| <i>North Lincolnshire: a pictorial history</i> | North Lincolnshire Council       |
| <i>Brigg Town Trail</i>                        | Brigg and District Civic Society |
| <i>Around Brigg</i>                            | John and Valerie Holland         |
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