



LINCOLNSHIRE EXTENSIVE URBAN SURVEY
Barton-upon-Humber—2022



Barton tile works

The Project

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

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

The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey; as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The North Lincolnshire Historic Environment Record (NLHER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF21 para194).

Location

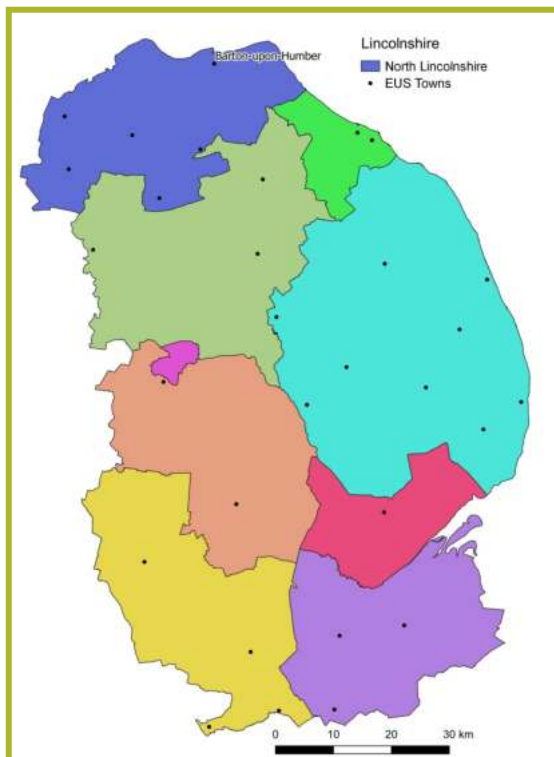
Barton-upon-Humber is located in the district of North Lincolnshire on the southern bank of the Humber Estuary. The survey area is between four of Natural England's National Character Areas: Area 41 Humber Estuary, Area 42 Lincolnshire Coast & Marshes, Area 43 Lincolnshire Wolds and Area 44 Central Lincolnshire Vale. This is testament to Barton's strategic location, although its character falls mainly in to that of Areas 41 and 43. Area 41 is described as being a *low-lying estuarine landscape, with extensive stretches of intertidal habitats including mudflats, salt marsh and reedbeds, coastal dunes and wetlands along the side of the estuary... The adjacent land has largely been reclaimed, resulting in large fields bounded by ditches, which form high-quality arable cropping land...* Area 43 which lies to the south of the survey area is described as being a *long, narrow band of rolling agricultural land dominated by a west-facing chalk escarpment approximately 50 m high... characterised by a range of varied yet unified features including open, arable plateau hill tops, chalk escarpments...*

The Lincolnshire Historic Landscape Characterisation includes the town in Character Area 3 The Northern Marshes; the remainder of the survey area is included in Character Area 4 The Wolds. The landscape of Character Area 3 is described as *heavily influenced by the many industrial features along the coast...* The area around Barton-upon-Humber became known for brick and tile making. This industry had a profound impact on the landscape as it required the extraction of large quantities of clay from land immediately adjacent to the river Humber, leaving many large open pits... *Barton and Barrow, have grown into sizable commuter towns, given their proximity to, and communications with, Grimsby, Scunthorpe and Hull...* Character Area 4 is described as a *plateau of high ground surrounded by 'typical' Lincolnshire lowlands on all sides, the Central Vale to the east, the Fens to the south, and the Coastal Marsh to the east... The present landscape of the Wolds is primarily the result of the enclosure of a largely typical open field farming regime...*

The British Geological Survey records the bedrock within the survey boundary as comprising mainly chalk; this includes Burnham, Welton and Ferraby chalk formations. There is also a bedrock of Ancholme Group Mudstone in the north-west of the survey area. These bedrock formations are overlain by several superficial deposits: to the north, following the banks of the Humber, there are tidal flat deposits of clay and silt. Further south there are deposits of Devensian till and head composed of clay, silt and gravel. As well as this there is a small area of Clay-with-flints Formation.

Barton is located on the southern bank of the Humber Estuary, a mile inland and on the northern edge of the Lincolnshire Wolds. The centre of Barton is only 10 metres above sea level but is bounded by the higher ground of the Wolds to its south which continues for approximately 40 miles to Spilsby.

The boundary used for the Barton-upon-Humber survey is the civil parish boundary.

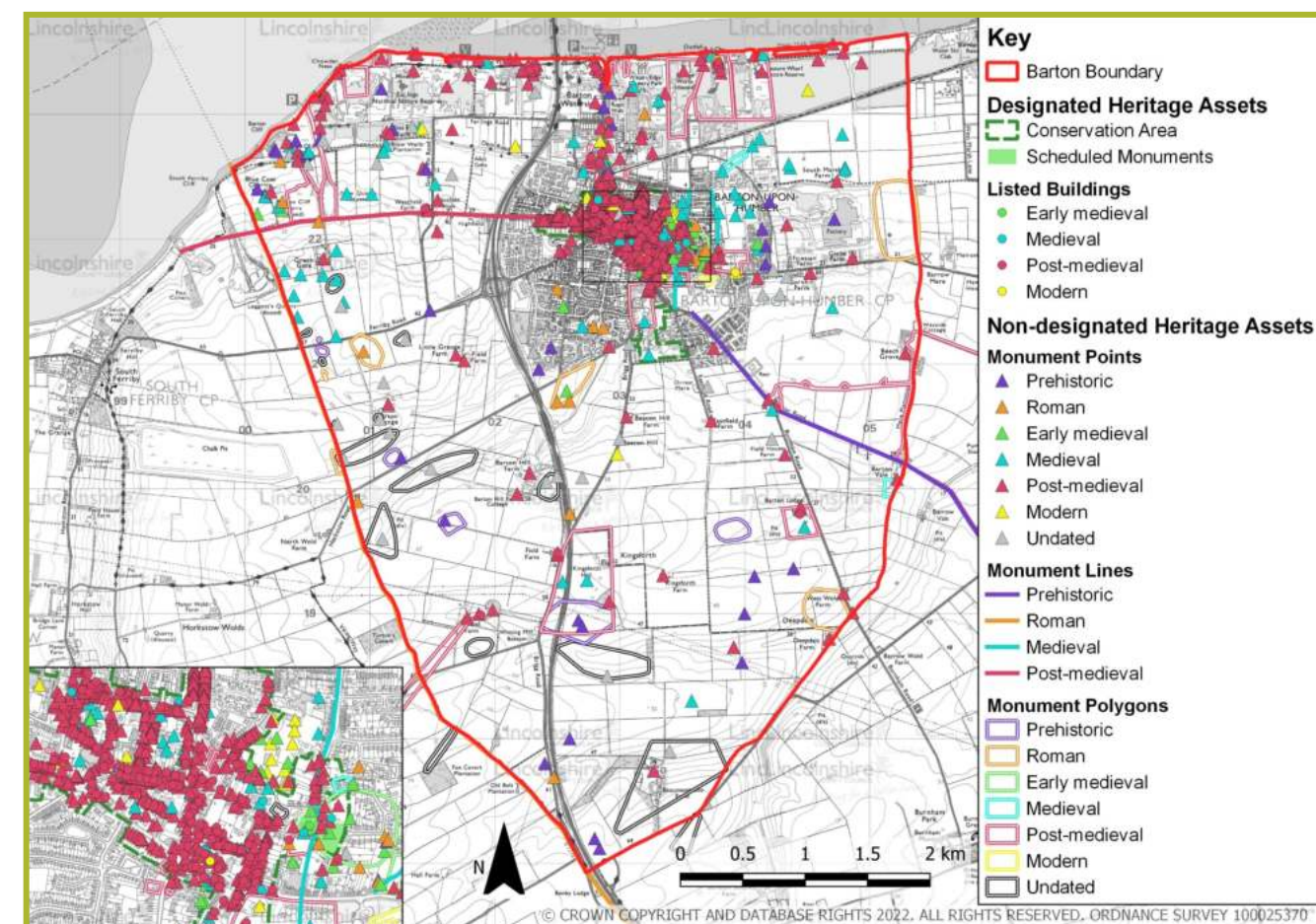


Summary

Barton-upon-Humber was an important settlement in the early medieval period and much of the town's early street layout can be traced back to this time. By the 11th century Barton-upon-Humber had two foci of occupation, one around Fleetgate and the other around St Peter's Church and Burgate. They both comprised of burgage plots between the main streets. These foci were eventually joined in the medieval period with the settlement's expansion which would have extended to Fleetgate to the west, Butts drain to the north, Holydyke to the south and a former defensive ditch to the east. Barton-upon-Humber's wealth during this period came from trade; it was home to a market as well as two fairs. The ferry at Barton Haven also played a large part in the town's economy and communications network.

The town's economy declined from the end of the 14th century because of trade being diverted to Hull. This led to a general decline in Barton-upon-Humber during the following centuries. In the 1790s the land in Barton-upon-Humber was enclosed which changed the landscape from open fields to private enclosed agricultural land with associated farmsteads. In the 19th century the clay-rich land bordering the Humber Estuary was the location for a large brick and tile industry which left its mark on the landscape and increased economic activity in the area. The success of the industry led to an increase in the local population, with growing numbers of employees expanding the need for new housing in the town. The completion of the railway line to Barton-upon-Humber in 1849 probably also contributed to the town's growth. Residential expansion occurred along Westfield Road to the west, along Eastfield Road to the south, along the western side of the Haven to the north and along Pasture Road to the east. Clay extraction continued into the mid 20th century, at which time the industry ceased. In the following decades the former extraction pits became ponds and nature reserves, which now characterise this part of Barton-upon-Humber's landscape. Another big change in the landscape during this period was the opening of the Humber Bridge in 1981. Then the longest single-span suspension bridge in the world, it was listed Grade I in 2017 and is an iconic landmark which dominates the estuary. Both the bridge and the rerouting of the A15 have had an impact on cross-Humber communications and on Barton-upon-Humber's economy.

Barton-upon-Humber has a rich history and unique character. The Waterside area's industrial heritage can still be appreciated in the repurposing of some of its buildings as well as in the nature reserves that have flourished since. The town centre conserves a medieval street layout populated by many post-medieval listed buildings. The town is also home to the Wilderspin Museum and the nationally important Saxon St Peter's Church. The Church and the adjacent site of the Saxon Manor are the two scheduled monuments in the town where Saxon remains are preserved below-ground.



1. HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

1.1 PREHISTORIC

Barton-upon-Humber was probably the end point of an eponymous prehistoric trackway- Barton Street (NLHER: MLS15492). This trackway would have followed the eastern edge of the Lincolnshire Wolds southwards, past Louth, to Alford or possibly further south to Burgh-le-Marsh. Another important prehistoric trackway is thought to have terminated at South Ferriby, on the Barton/South Ferriby parish boundary. The trackway, known as High Street (NLHER: MLS15493), would have been situated on the opposite edge of the Wolds to Barton Street and followed the western scarp from South Ferriby to Horncastle. These trackways have good views of the surrounding areas and connected the Humber Estuary with the marshy fenland in the south of Lincolnshire.

There are several archaeological finds recorded in the North Lincolnshire Historic Environment Record (NLHER) for the prehistoric period in the survey area. To the south there have been several flint finds (NLHER: MLS435, MLS436, MLS439, MLS440), as well as a polished stone axe (NLHER: MLS441) and an Iron Age gold stater (NLHER: MLS21195). In the north-west of the survey area there are several more finds: worked flint and flint scatters (NLHER: MLS437, MLS20036, MLS21547), a bronze palstave (NLHER: MLS425), a late Iron Age brooch (NLHER: MLS21657), a leaf arrowhead (NLHER: MLS20054) and a beehive quern (NLHER: MLS17892). In the Falkland Way Area to the east of Barton-upon-Humber more worked flint (NLHER: MLS20869), a perforated stone adze (NLHER: MLS442) and prehistoric pottery and flint (NLHER: MLS20001) have been found. In the centre of the town, on Barrow Road, 79 pieces of worked flint (NLHER: MLS20637) have also been documented. As well as archaeological finds, several prehistoric deposits (NLHER: MLS20046, MLS20057, MLS20047, MLS20587, MLS21237) have been recorded to the north of the survey area, along the bank of the Humber Estuary. Analysis of samples from these deposits help form a view of the prehistoric landscape in the area. This appears to have consisted of a mixture of woodland vegetation including birch, lime, alder and hazel, as well as grass, sedge and rushes. The latter indicates the existence of a saltmarsh, and the presence of certain weed species in the deposits may be indicative of cultivation or wood clearance (NLHER: MLS21237). Direct evidence of later prehistoric settlement can be found in the existence of a probable late Iron Age roundhouse to the west of Tofts Road (NLHER: MLS20411). It is clear through archaeological finds and deposits that there was also an earlier prehistoric presence in the area and even possible landscape management.

Barton-upon-Humber's location within an active wider prehistoric landscape, as well as the recorded local archaeological remains are a clear indication of prehistoric human presence in the area. Further prehistoric archaeological remains and evidence are likely to exist within the survey area.

1.2 ROMAN

The High Street trackway continued to be used during the Roman period, connecting the walled settlements of Horncastle and Caistor to South Ferriby where there was an extensive Roman settlement and almost certainly a ferry to cross the Humber (Margary, 1973). On the other hand, there is no clear evidence for Barton Street being a major communication route during this period, although it was still probably used for access to the salt-producing marshland. Barton-upon-Humber's proximity to the larger and well-connected Roman settlement at South Ferriby presumably meant that the two areas would have had close ties. Despite all of this, the main road in the region was Ermine Street, which went from Lindum (Lincoln) north to Winteringham by the Humber. From this settlement, approximately 6 miles to the west of Barton-upon-Humber, a ferry could be taken to Petuar-ia (Brough) on the north side of the estuary.

The survey area is not known to have had a settlement as large as those in South Ferriby or Winteringham. However, there is evidence of several settlements within the area. There are three known areas of settlement: the Poor Farm (Blue Coat Charity Farm) settlement on the north-western edge of the survey boundary, a settlement in the vicinity of East Acridge and St Peter's Church in Barton-upon-Humber, and a settlement at the location of the present-day Wren factory in the eastern part of the survey area (Bryant, 1994).

The Poor Farm Roman settlement (NLHER: MLS427) may have a late Iron Age origin and is very close to the Roman settlement of South Ferriby. This area would have been higher, firmer land than the Ings (marshland) to the east and close to the prehistoric High Street trackway between South Ferriby and the forts at Horncastle and Caistor. A ferry probably connected these forts by ferry to the walled town at Brough, across the Humber. A Roman cremation urn and an inhumation burial (NLHER: MLS416) were found just south-east of the settlement and could possibly indicate the presence of a Roman cemetery associated to the site. Archaeological finds associated with the settlement and its surrounding area include Roman pottery (NLHER: MLS403, MLS17869, MLS20056) and a Roman brooch (NLHER: MLS21657). As well as these, the foundations of a 3rd or 4th century building at least 13.8m long have been recorded within the settlement (Bryant, 1994).

The settlement in Barton-upon-Humber proper (NLHER: MLS418) is located just to the east of the artesian spring (a spring

formed through pressurised water) known as the Beck. Archaeological excavations prior to the construction of the East Acridge housing development at the end of the 1960s, directed by Bryant, determined the existence of a Roman road. Other archaeological finds in the surrounding area include Roman pottery (NLHER: MLS420, MLS428, MLS10867), a brooch (NLHER: MLS17904) and a possible Romano-British building (NLHER: MLS20639).

The settlement at the modern location of the Wren factory (NLHER: MLS16314) may have a late Iron Age origin. It was originally discovered during excavations in 1992. A report completed in 2021 recorded the continuation of this settlement eastwards at the location of the new extension to the factory (WYAS, 2021).

There are also signs of Roman occupation elsewhere in the survey area. These include a possible Roman military camp (NLHER: MLS21552) to the south of the survey area, adjacent to Brigg Road. There are also signs of Romano-British activity and settlement in the area surrounding the Tofts Road and Horkstow Road junction. Roman pottery and coins have also been documented in the area (NLHER: MLS421, MLS433, MLS5005, MLS17549, MLS17894). Furthermore, a large rectangular enclosure has also been identified by a 2021 geophysical survey south of Horkstow Road (NLHER: MLS17549). This may be related to other Roman activity in the area, although it cannot be confirmed until further archaeological investigation is carried out.

Evidence of human activity in the survey area is widespread for the Roman period. It is therefore an important time for the region's history that must be considered for planning purposes, particularly in the aforementioned areas of settlement.

1.3 EARLY MEDIEVAL AND ANGLO-SAXON

The current town of Barton-upon-Humber and its geographical layout likely has its roots in the early medieval period, in part due to the foundation of a monastery at nearby Barrow-upon-Humber. In the 7th century King Wulfhere of Mercia, who ruled over Lindsey, gifted 50 hides (an Anglo-Saxon unit of measurement for land grants) of land to the Mercian bishop Chad to build a monastery at *Bearuwe*. The 50-hide estate encompassed the modern parishes of Barton-upon-Humber and Barrow-upon-Humber. It has been argued that the monastery was located either at Barton-upon-Humber or Barrow-upon-Humber, although the name suggests that the monastic centre was located at Barrow. It is also possible that the monastic estate had several foci, one of which may have been at Barton-upon-Humber. It would have acted as an administrative and commercial centre for the monastic estate, due in part to its possible inland port at Barton Haven (Rodwell & Atkins, 2011). The location of the monastic land, on the southern banks of the Humber and with access to a ferry, would have been convenient for Bishop Chad to keep contact with lands north of the Humber. He had close links with Deira (an area of post-Roman Britain, located in current-day Yorkshire) having been previously bishop of York and abbot of Lastingham (Sawyer, 1998). It would also have been a strategic location for King Wulfhere's northern borders, which were eventually pushed south after the loss of Lindsey to the kingdom of Deira towards the end of his reign. The monastic community was probably affected by the change in power structures. This, coupled with the 9th century Scandinavian incursions in what is now England, would have meant that the monastic foundation probably did not survive past the 8th century. Despite this, the estate survived as a unit and was not broken up (Sawyer, 1998).

During the 9th century it is possible that a Norse/Viking riverside camp was present in Barton-upon-Humber and led to the creation of a large D-shaped earthwork that surrounds the early medieval settlement. This is thought to have extended from Castle-dyke West to the west going southwards to Holydyke, Castledyke and Barrow Road to the south, turning finally northwards at Barton Cemetery (Rodwell & Atkins, 2011). A smaller, more certain, sub-circular enclosure is recorded immediately to the east of St Peter's Church. It has been suggested that the enclosure could have been part of a Danish burh or an Anglo-Saxon defensive enclosure against Viking raiders on the Humber (NLHER: MLS17906).

There is also evidence for early medieval settlement in the area prior to the foundation of the monastery. This is indicated by the presence of a 6th-7th century Anglo-Saxon inhumation cemetery at Castledyke, in Barton-upon-Humber. It is the largest documented Anglo-Saxon inhumation cemetery in Lincolnshire with 209 skeletons being retrieved, 169 of which were of adult individuals. The population appeared to be healthy and well fed with a large proportion of elderly individuals. Some of the men and women suffered from back issues which was probably caused by hard labour (Sawyer, 1998). Additionally, there may have been continuing occupation of the East Acridge, Vicarage and Poor Farm areas, from the Roman period through to the 5th century (Bryant, 1994). There is evidence from metal detected finds for a possible Anglo-Saxon inhumation cemetery just south of the Roman Poor Farm site (NLHER: MLS15794).

There was probably a pre-Conquest market just south of the Beck and west of St Peter's Church, which at the time would have been a wooden church. The stone church of



View from north of the Beck to probable location of early market.

St Peter's is believed to have been built in the late 10th century, during the time that Peterborough monastery owned the site of Barrow monastery which King Edgar endowed to it in 971. Churches belonging to monastic communities would have been important and therefore likely to be some of the first built in stone (Sawyer, 1998).

By the mid-eleventh century the settlement of Barton-upon-Humber was probably bifocal with a focus around Fleetgate and around Burgate, Priestgate and St Peter's Church (Rodwell & Atkins, 2011). The area around Fleetgate ran just south of the possible inland port of Barton Haven and the area around St Peter's Church would have developed due to the presence of the market.

1.3.1 PLACE-NAME EVIDENCE

The first recorded use of the suffix *upon-Humber* appears as *super Humbre* in 1281. Before this it is simply recorded as Barton: *Bertone* in the Domesday Book and *Bartuna* in the Lindsey Survey. The word Barton is traced back to the Old English word *beretūn* or *bærtūn*. This derives from *bere* meaning "barley" or "corn" and *tūn*. *Tūn* would have originally meant fence or enclosure but developed the meaning of "an enclosure round a house, toft" and from there it transformed to homestead, village and town. The Old English meaning of *beretūn* may have been "threshing floor" or "corn farm". From the latter of the two, would have developed the later meanings "demesne farm" or "outlying grange". This last one is probably the meaning of Barton, being a monastery's outlying grange (Ekwall, 1959). The monastery referring to the monastery of Barrow, founded by St Chad.

1.3.2 DOMESDAY SURVEY

Barton-upon-Humber was located in the wapentake of Yarborough in the North Riding of Lindsey during the time of the Domesday Survey in 1086, with reference back to 1066. Ulf and Earl Harold were landowners in Barton before the Conquest, after this Earl Hugh and Gilbert de Gant became landowners.

Earl Hugh of Chester held 2 bovates of land in *Bertone*. In the Domesday Survey entry for his land in Barton-upon-Humber the households and resources are listed together with land from other nearby settlements. All of these, including his land in *Bertone*, were sokeland belonging to *Bernodebi* (Barnetby le Wold).

Gilbert de Gant's land consisted of 13 carucates assessed to the geld. There was land for 27 teams; Gilbert had 7 teams in demesne (land farmed for the profit of the lord), 63 villeins (unfree peasant) and 16 bordars (unfree peasant with less land than a villein) with 9 plough teams, 42 sokemen (freemen) and 67 bordars with 10 teams. Gilbert's land also had a church with a priest, 2 mills (rendering 40 shillings), a market and a ferry (earning 4 pounds). Gilbert also owned land in Ferebi (South Ferriby) and Horchetou (Horkstow) which were held in soke (land held in soke was under jurisdiction). In the Lindsey Survey of 1115-1118 Walter de Gant owned 17 carucates in *Bertuna* and *Ferebi* and the dependencies. Earl Richard also held 2 bovates in *Bertuna*. Therefore, we can assume that in the decades after the Conquest the land remained undivided.

1.3.3 CHARACTERISTIC BUILDINGS

St Peter's Church (NLHER: MLS401, NHLE: 1083103)

St Peter's Church is a Grade I listed building and one of the few remaining examples of Saxon church architecture. The church tower dates to the 10th century and is decorated with a series of vertical stones which give the appearance of a timber-framed building. The church was small at first and may have possibly been the lord's proprietary church. It was altered and enlarged throughout the medieval period, including the tower which was heightened. St Peter's was closed to worship in 1972 and passed into the care of the state in 1978. This allowed for archaeological investigations to take place between 1978 and 1984, studying the structure of the building and the burials underneath (Rodwell & Atkins, 2011). The church and churchyard is also a scheduled monument (NHLE: 1003689).



St Peter's Church.

1.4 MEDIEVAL

1.4.1 LANDSCAPE

Barton-upon-Humber is located on the interface between the northern edge of the Wolds and the lower lying ground by the Humber. The immediate area surrounding the settlement was enclosed by private agreement in the medieval period. The flat waterlogged land to the north skirting the Humber would have been used as meadow for hay and pasture. The higher - and better drained - ground to the west, south, east of the settlement was divided in three large open fields, West Field (1490 acres), South Field (1190 acres) and East Field (1890 acres). These were open arable fields, activity which can be inferred from the remains of ridge and furrow (NLHER: MLS20117). Some areas in these fields might not have been suitable for arable and would have therefore also been used for pasture. Finally, the Common Wold was located on the highest ground in the southern tip of the survey boundary and was mainly used for common grazing (Russell, 1982).

The fields surrounding the town probably also saw small-scale chalk extraction during the medieval period, with several probable chalk pits being identified (NLHER: MLS20336, MLS26344 - MLS26348, MLS26451 - MLS26354). Some may date to the early medieval period, as St Peter's Church has been recorded as having had chalk as one of its building materials (NLHER: MLS401).

1.4.2 STREET PATTERN AND DEVELOPMENT

In the centuries following the Domesday Survey the two early medieval foci probably merged into a larger settlement, with residential expansion occurring between the two. The northern boundary of the medieval town would have been delimited by Butts Drain. This drain and Dam Road Drain, both now culverted, were created at some point in the early medieval period alongside Barton Haven. The drains collect the water from the artesian springs at the Beck, South Marsh Farm and Shadwells towards Barton Haven (Bryant, 1994). The now lost Castledyke earthworks would have formed the southern and western limits of the town, with two defensive ditches, one going through the enclosure at Tyrwhitt Hall (NLHER: MLS21954) and another to its east (NLHER: MLS410), being the eastern edge of Barton-upon-Humber. Part of the boundaries of the sub-oval enclosure located in the vicinity of Tyrwhitt Hall (NHLE: MLS17906) can be seen in modern street layout, its northern edge follows the curve of East Acrdige and part of the southern boundary is located where Green Lane meets the site of the Saxon Manor at Tyrwhitt Hall.

During this period, it is likely that Newport, Hungate (now Chapel Lane) and the High Street were developed to their current form. The main medieval roads would have been Burgate and its continuation - the High Street, both of which would have joined the two older foci. As well as this, Burgate joined the eastern churches by the Beck to the 'Chapel on the Well' which would have been located at the junction of High Street, Hungate and Chapel Lane. There are two streams which flow northwards towards Butts Drain and are now culverted. When these were open streams, they probably would have been a more recognisable part of Barton-upon-Humber's medieval landscape. One stream flows roughly alongside Marsh Lane and the other along Pasture Road from the Beck; it is at this second stream that a watermill was present during part of the medieval period.

In the 1140s, during the anarchy of King Stephen's reign, Gilbert de Gant built a castle. This was probably to defend his estates from his enemy, the Count of Aumale, who had a castle at Barrow. The location of de Gant's castle may have been around Castle Dyke South, where the Anglo-Saxon cemetery was located. The area adjacent to St Peter's has also been suggested, due to the discovery of a large 12th century ditch. Regardless of the location, the castle was short-lived and probably destroyed after the war ended in 1153, de Gant being on the losing side (Ellis, Fenwick, Lillie, Van de Noort, 2001).



The two early medieval settlement foci are coloured in red. The early medieval roads are coloured in light blue, with the main east-west road corresponding to Burgate and High Street. The early medieval market is coloured dark blue. The sub-oval enclosure at Tyrwhitt Hall is coloured light green and the two medieval north-south defensive ditches are coloured turquoise. The blue triangle indicates the possible location of the medieval 'Chapel on the Well'.

1.4.3 ECONOMY AND INDUSTRY

Barton-upon-Humber was an important market town during the time of the Norman conquest and continued to be so throughout the medieval period. Its prosperity was founded on its ties with the Lindsey wool trade, its location on the busy Humber estuary and its links with the East Riding of Yorkshire (Platts, 1985). As stated, the market was, most likely, originally located just south of The Beck and west of St Peter's Church. It is known that at some point before 1343 the market was moved to George Street. As it followed the length of George Street it would have had a north-south alignment, which would coincide with it leading towards the likely location of the mid-12th century castle at Barton-upon-Humber. This may be the approximate date for the relocation of the market, coinciding with the establishment of the castle (Rodwell & Atkins, 2011). The market at George Street was occupied in its centre by shambles at some point in the medieval period, dividing the once open market into the wider George Street to the west and the narrower street known as the Butchery to the east. The medieval moot hall may have been located where these permanent stalls occupying the centre of the market were. The overcrowding of the market at George Street may have been the reason for it extending down to the current marketplace, forming an L shape (Rodwell & Atkins, 2011). It is likely that there was a subsidiary market in the Fleetgate area by the late 12th century, which is suggested by the placename of adjacent Newport (Rodwell & Atkins, 2011).

The town was economically successful by the 11th century Domesday survey. It had two watermills, probably located at the Beck and the Haven. The ferry, one of only seven recorded in Lincolnshire and the most profitable, would have been vital to the economy of Barton-upon-Humber. By the 13th century Barton-upon-Humber had a borough court (portmoot), possibly located in the location of the infilled market at George Street. In 1332, Barton was the only recorded Lincolnshire Humber-side settlement with more than 100 taxpayers. However, their contributions were relatively poor, suggesting it had passed the peak of its prosperity (Platts, 1985). Towards the end of the 14th century, Kingston-Upon-Hull was overtaking Barton-upon-Humber's trade due to the waters surrounding it being better for the growing size of cargo ships (Platts, 1985). As a result, the population of the town probably decreased, and it would have become less urbanised, with the main industry being agriculture apart from the income from the ferry (Rodwell & Atkins, 2011).

1.4.4 RELIGION AND EDUCATION

The two remaining medieval religious buildings in Barton-upon-Humber are the churches of St Mary's (NLHER: MLS408, NHLE: 1346773) and St Peter's (NLHER: MLS401, NHLE: 1083103). The latter, although of 9th century origin had extensions constructed in the medieval period. As stated, it may have been connected to Barrow monastery or to a secular lord in Barton-upon-Humber. The Church of St Mary was built in the 12th century on elevated ground to the north of where the early medieval market may have been. It has been suggested that it was originally constructed as a chapel-of-ease for the market, although other suggestions are that it was built over a pre-existing Anglo-Saxon church (Rodwell & Atkins, 2011). This might explain the small size of St Peter's at



View of High Street and St Mary's tower from junction.

the time if there was a larger church to serve the town while St Peter's may have been a proprietary church of the manor at the site of Tyrwhitt Hall. The location of the church, off the market, also contrasts with examples of other market-place chapels which would have been in the centre or formed part of the street frontage (Rodwell & Atkins, 2011).

There were other religious buildings during the medieval period that have since been lost. One of these was located at Junction Square, although it is not certain in which corner of the square. At the centre of the crossroads there was probably a well which give the chapel its name (Rodwell & Atkins, 2011). Another site where a chapel may have been located is Shadwell blow-wells or "Chad's Well"; this however is disputed (Rodwell & Atkins, 2011). It may have also been a pre-Christian site of religious gatherings, which were often located close to springs (Owen, 1981). Another chapel by a well and tree, St Trunion's, may have been located to the west of the settlement at West Acridge. A well and associated shrine to St Catherine is also thought to have existed in Catherine Street. Several wayside crosses are also thought to have existed in Barton-upon-Humber (Rodwell & Atkins,



Location of Medieval market and the lost street known as Butchery. OS map 1886.

2011).

There may have been a school for elementary education of clerks in Barton-upon-Humber (Owen, 1981). By the second quarter of the 14th century there was a grammar school at Barton-upon-Humber (Platts, 1985).

1.4.5 MARKETS AND FAIRS

In 1086 Barton-upon-Humber was recorded as having a market. The market was held by the lord of the manor, Gilbert de Gant and the ferry (which was also part of de Gant's estate) would have played an important part in trade for the settlement. The trading links across the Humber via the ferry in 1274 were worth £30 a year in market dues and tolls to the lord, Gilbert de Gant (Platts, 1985). The market was originally held on Sundays but was moved to Monday in 1202. When Henry de Beaumont was granted Gilbert de Gant's estates in 1307, he was also granted a Monday market to be held at the manor, by King Edward II. This Gilbert de Gant was probably a descendant of the Domesday Book's Gilbert de Gant. The Monday market continued to be held by the time of his death in 1340. During Henry de Beaumont's lordship, Barton-upon-Humber was assessed at a value of £245.75 in the 1334 Lay Subsidy. In 1245 a fair was granted by charter by Henry III to Gilbert de Gant, to be held at the manor. The fair was held on the feast of Holy Trinity (Easter dependent) and the 7 following days. A fair was also granted by charter in 1307 by King Edward II to Henry de Beaumont, to be held at the manor. This fair was held on the vigil and feast of the Exaltation of the Cross (14th September) and the following 5 days. These two annual fairs demonstrate how important Barton-upon-Humber was as a trading settlement; the only other two settlements with fairs on the southern bank of the Humber, Winteringham and Goxhill, only had one fair a year. There were several other towns, following the Trent and Ancholme, that held fairs. The most important of these were Winterton and Burton. The distribution of these fairs demonstrates the importance of waterways as routes of navigation for trade during this period.

1.4.5 CHARACTERISTIC BUILDINGS

St Mary's Church (NLHER: MLS408, NHLE: 1346773)

St Mary's Church (originally known as All Saints') is a Grade I listed 12th century stone building with later additions and extensions. It was built on elevated ground adjacent to Barton-upon-Humber's early medieval market and to the west of the Beck.

Tyrwhitt Hall (NLHER: MLS1900, NHLE: 1083105)

Tyrwhitt Hall is a Grade II* listed late medieval building. The Hall is located on the site of an earlier Danish or Anglo-Saxon defensive oval enclosure (NLHER: MLS17906), just south of East Acridge and to the east of St Peter's Church. The Hall stands within the scheduled monument of the Saxon Manor House (NLHE: 1003690).

The earliest phase of the building dates to the 15th century, although it has also been extended and altered in the 17th century, 18th century and later. The building has two storeys, the oldest part of the hall is timber framed and enclosed with pinkish brick.

1.5 POST-MEDIEVAL

1.5.1 LANDSCAPE

The land in Barton-upon-Humber was enclosed between the years 1793 and 1796. Three Commissioners and two surveyors where in charge of organising the division of the land, as well as the construction of new ditches, roads, embankments and drains. Before this the landscape was part of the open-field system, comprising open fields, meadow and grazing land, that were now being divided and put into private ownership, consequently denying access to the inhabitants who had used the previously common land. Almost 63 per cent of the land was held by just three people after the enclosure, with the remaining land being owned by 123 people, 116 of whom owned less than 100 acres. Following the enclosure, many farmsteads were constructed and the fields were delimited by hedges and fences. The pastures and marshland to the north of the parish, bordering the Humber, were quarried for clay throughout the 19th century. Brick and tile works characterised the town's land by the bank of the Humber estuary during this period.

1.5.2 STREET PATTERN AND DEVELOPMENT

At the beginning of the post-medieval period Barton-upon-Humber declined economically, resulting in the town becoming less urbanised and focusing more on agriculture. Unused street frontages were probably knocked down to be used as open spaces or gardens for the larger houses. The street pattern remained broadly the same from the 16th century to the early 19th century. The town began to expand again in the 19th century following industrial growth, which led to an increase in population. In the mid-19th century, Queen Street was constructed in land that had previously belonged to an estate. Further expansion mainly occurred along Westfield Road to the west, along Eastfield Road to the south, along the western side of the Haven to the north and along Pasture Road to the east. The population in Barton-upon-Humber comprised 1709 inhabitants living in 404 houses in 1801 and of 3866 inhabitants living in 860 cottages and houses by 1851 (Russell, 2002). This demonstrates the large increase in population and the need



Terraced housing Barrow Road

for the development of new housing in the first half of the 19th century. By the turn of the century, in 1901, the population had grown further to 5700 inhabitants.

1.5.3 ECONOMY AND INDUSTRY

The economy of Barton-upon-Humber declined from the end of the 14th century because of trade being diverted to Hull, due to its deeper waters being better suited to large cargo ships (Platts, 1985). This was accentuated in the 16th and 17th centuries by silting on the southern bank of the Humber Estuary. Despite its economic decline from the late medieval period, Barton-upon-Humber remained an important retail and service centre between the late 16th century and the 18th century. There was 'a range of tradesmen and craftsmen, including merchants, victuallers, butchers, drapers, glovers, bakers, tailors, chandlers, shoemakers and surgeons' (Ellis & Crowther, 1990). Despite this, accounts by Stukeley and Daniel Defoe in the 18th century describe the town as run down (Rodwell & Atkins, 2011). In 1770 a bell-foundry was opened in the town by James Harrison, which closed after his death in 1835 (Beastall, 1978). There continued to be a market every Monday throughout the 19th century at which corn was a staple product, and there was also a cattle market every fortnight (White, 1872). Corn was also processed in the town in several corn mills and malt kilns, located here and in the immediately surrounding area. There was a shipyard at Barton Haven along with associated trades in the town such as rope and sail manufacturers. The rope-making industry has left its mark in the current townscape of Barton-upon-Humber and was an important employer in the post-medieval and early modern period. What is known now as The Ropewalk (NLHER: MLS5278), was a long (approximately 400 yards) building that follows the eastern edge of the Haven and was built in the late 18th century by the Halls, a shipping family from Hull.



The Ropewalk.

During the 19th century, brick and tile became the dominant industry in the town. This industry was composed of yards which occupied the whole northern part of the parish by the end of the 19th century. In 1861 there were five brickyards employing 102 people while, at its peak in 1900 there were fifteen brickyards (Beastall, 1978). The bricks produced in Barton-upon-Humber were also sent to the larger towns of Hull and Grimsby, although the main markets were London and the industrial towns of West Yorkshire. Although most of the Humberside production was of bricks and tiles there was a firm in Barton-upon-Humber which produced coarse earthenware products, such as sanitary pipes and flowerpots (Beastall, 1978).

Other industrial activities included lime kilns, chalk quarrying and accompanying whiting works (White, 1872). In the mid-19th century around 35000 tons of chalkstone were extracted annually from Barton Cliff and there was a minimum of three whiting manufacturers in Barton-upon-Humber until 1914 (Beastall, 1978). Barton-upon-Humber had close links to Hull since its economic rise; for example, in 1835 the Hull Banking Co. opened banks in North Lincolnshire and Lincoln. The only ones to continue operating after 1839 were those in Barton-upon-Humber and Grimsby. A workhouse for the poorer inhabitants of Barton-upon-Humber was established in 1749. The chantry chapel of St Thomas (NLHER: MLS20319), which was located in the northwest corner of St Mary's churchyard and founded in 1269, was bequeathed to be used as an almshouse for the poor in 1701 and converted into a pre-Poor Law workhouse. In 1837, the Glanford Brigg Poor Law Union was formed and the workhouse at Brigg, which had been constructed two years earlier, was used by the Union. The Union served Brigg's wider area, which included Barton-upon-Humber. Brigg is located approximately 14.5km southwest of Barton-upon-Humber.

1.5.4 RAILWAY AND TRANSPORT

The ferry continued to be a vital means of communication for Barton-upon-Humber throughout the post-medieval period, connecting the town to Hull and Hessle. Despite this, it was reputed as dangerous, particularly after the boat sank in a storm in 1640. Several lives were lost, including the Reverend Andrew Marvell, Master of Hull Grammar School and father of the metaphysical poet and Member of Parliament for Hull also named Andrew Marvell (Rodwell & Atkins, 2011). The main road to Barton-upon-Humber from Lincoln, which passed through Brigg, was turnpiked in 1765. In Barton-upon-Humber the turnpike road passed through Holydyke (then Brigg Road) northwards through Castledyke West, to a toll gate near to 11 Waterside Road (Clapson & Stockdale, 2009). This last road was also improved by elevating the surface 4 feet above the wet marshy ground it lay on. This helped improve the communications to the county capital and, by extension, to the nation's capital. The Waterside Inn at the northern end of Waterside Road and close to the ferry was built in 1715; it was the town's main coaching inn and could stable approximately 100 horses. It would have been part of a network of coaching inns servicing mail and stagecoaches (Clapson & Stockdale, 2009). By the end of the 18th century coaches were running between London and the ferry. The journey would have taken three days to complete, and in 1801 a Royal Mail coach route, opened between London and Lincoln. It later extended to Hull via the Barton ferry and with a stop at Spittal-in-the-Street. Between 1816-22 it stopped running due to post-

war recession (Beastall, 1978). A competitor to Barton-upon-Humber's ferry arrived in 1825, approximately 5.5 km to the east of the town in the parish of Barrow. It was set up at a creek directly opposite Hull known as New Holland. The investment in roads to New Holland, the purchase of a small steamer Magna Charta in 1832 and the construction of the Yarbrough Arms in 1826 near the landing and its later enlargement were all factors that led to mail coaches being transferred from Barton-upon-Humber to New Holland in 1836. By 1848 there were no coaches running to Barton Waterside (Beastall, 1978).

The arrival of the railway to Barton-upon-Humber in 1849 led to a large decrease in turnpike toll collections and by 1888 the County Council had taken over the road's upkeep (Clapson & Stockdale, 2009). The railway line to the Barton-upon-Humber terminus was an extension of the New Holland to Grimsby Line which opened in 1845. The railway helped with transportation of bricks and tiles, although the bulk of goods were transported from the wharfs attached to the brick yards on the Humber. Boat yards flourished in North Lincolnshire because of this and because of the growing fishing fleets in Grimsby and Hull (Beastall, 1978).

1.5.5 RELIGION AND EDUCATION

The two longest standing religious institutions in Barton-upon-Humber, St Peter's and St Mary's, continued to function as churches during the post-medieval period. However, in the 19th century non-conformism began to take hold in the town. Methodism gained importance very quickly in Barton-upon-Humber during the 19th century. The first regular Methodist preaching began in 1796 and by 1816, the first Wesleyan Methodist Chapel had been built in King Street. A second chapel, for the Primitive Methodists, was erected in 1838 in Newport. It replaced an earlier chapel at the site of the doctor's surgery and was later converted into cottages (Bryant 1998). Trinity Methodist Church (NLHER: MLS5078, NHLE: 1083113) on Chapel Lane was built in 1860 and officially opened in 1861 after the demolition of the original chapel. Another non-conformist church to be built in Barton-upon-Humber was the United Reformed Church (NLHER: MLS5077, NHLE: 1051598) on Chapel Lane; it was built in 1806 and was originally a Congregational Church. It is now empty.

The increase in population in the 19th century, especially an influx of young people, meant that educational facilities were in higher demand. A Free School (NLHER: MLS21715) was opened in 1831 at 13-15 Queen Street although by the late 1850s it had been converted into two houses. In 1844 the former National School (NLHER: MLS6958) on Queen Street was built. It was divided into mixed-gender schooling for infants and then separate boys and girls schooling. The building is now the Wilderspin & National School Museum. There was also a teacher's house on the grounds which was demolished in 1987 (NLHER: MLS22416). Samuel Wilderspin was a pioneer in education and believed in the fair and kind treatment of children, abstaining from corporal punishment. A Wesleyan Day School (NLHER: MLS22274) was built in 1867 in Maltby Lane.

1.5.6 RECREATION

There is not much in the way of recreation recorded in the Historic Environment Record for the post-medieval period. There was a fishpond just to the east of the Rope Works, off Maltkiln Road (NLHER: MLS26388). There were also several public houses around the marketplace (Clapson & Stockdale, 2009).

1.5.7 CHARACTERISTIC BUILDINGS

Baysgarth House (NLHER: MLS5050, NHLE: 1083107)

Baysgarth House is an early 18th century Grade II* listed building in the south of Barton-upon-Humber. It was built by the Nelthopre family to which it belonged up until 1792, when it was sold to William Graburn. The house has been in public ownership since 1930. It is a red brick building with 2 storeys and a hipped pantile roof. The gate piers to the house, the garden wall and attached lodges all form a group (NLHER: MLS9437, NHLE:1346772) which are also Grade II* listed. The former stables of Baysgarth House (NLHER: MLS9438, NHLE: 1083108) are also listed; they are Grade II. The house is now used as a museum and the grounds are a park open to the public.

Former National School (NLHER: MLS6958, NHLE: 1252199)

The former school was built in 1844, serving both boys and girls aged between 2 and 6 years old. It is now a Grade II* listed building. The school closed in 1978 and The Queen Street School Preservation Trust was formed in 1993 to prevent the school from being demolished. The school building eventually became a museum and commu-



Trinity Methodist Church.



Wilderspin & National School Museum.

nity centre. The museum is named after Samuel Wilderspin who was one of the founders of modern infant schooling. After years of promoting his ideas around Britain and Ireland, he settled in Barton-upon-Humber and had close involvement with the founding of the school. He contributed to the design and layout of the school through his educational ideas and was the first superintendent of the school. He taught there with his wife and daughter and trained teachers.

1.6 MODERN AND 21st CENTURY

1.6.1 STREET PATTERN AND DEVELOPMENT

There was some minor housing development in Barton-upon-Humber in the early 20th century. However, it is not until the mid-20th century that large-scale planned residential development occurred, which continues through to the present-day. The population of Barton-upon-Humber in 1901 was of 5700 inhabitants and over the course of the 20th century has nearly doubled to 11066 in 2011.

By the mid-20th century the clay products industry had mostly finished. The abandoned clay pits were ideal for the creation of ecologically rich wetlands. In 1983, the Far Ings National Nature Reserve was established and in 1992 the Pasture Wharf Nature Reserve was established; both are run by Lincolnshire Wildlife Trust. The industrial activity moved from the north of the parish to the east, where a Kimberly-Clark factory was set up in the late 20th century. It is now a Wren Kitchen factory that has expanded in recent years.

1.6.2 RAILWAY AND TRANSPORT

The Humber bridge, which is located to the northwest of Barton-upon-Humber opened in 1981. Its construction also included the rerouting of the A15 to the bridge. The A15 previously passed through Brigg and past Elsham and Barrow-upon-Humber to reach the New Holland Ferry. This changed in the late 1970s with the construction of the M180 which bypasses Brigg and Elsham, after which the A15 continues north straight to the Humber Bridge. The year of the opening of the Humber Bridge also saw the closure of the New Holland-Hull ferry. In Barton-upon-Humber, Westfield Road and Dam Road were truncated by the A15, impeding access for vehicles on the roads' intersection. Westfield Road can still be traversed via a footpath underneath the A15. Residential expansion has since been limited to the east of the A15, due in part to this artificial barrier.

There continues to be a railway station at Barton-upon-Humber; however, the old buildings and goods yard have been demolished. Despite the construction of the Humber Bridge the line has remained open to passengers although with a reduced service. Freight stopped on the branch when the Albright & Wilson chemical plant closed in the late 1980s (Bates C. & Bairstow M. 2005).

1.6.3 TRADE AND INDUSTRY

A number of industries continued into the 20th century; clay extraction continued into the mid-20th century but to a lesser degree than in the late 19th century. The industries in Barton continued to work during the war and contributed to the economy. Production of agricultural fertilizers by the North Lincolnshire Farmers' Malting and Manure Company Ltd (later the Lincolnshire Farmer's Company Ltd) started at this site in the 1870s (Bryant, 1998), which in the 1960s became a subsidiary of Albright and Wilson. The Wren Kitchens factory to the east of the town is a big employer in the town and is currently (in 2022) being extended.

1.6.4 RELIGION AND EDUCATION

St Peter's Church closed for worship in 1970 and passed into the care of the state in 1978. Since then, archaeological excavations have taken place and it is now a tourist attraction run by English Heritage.

In the early 20th century St Chad's Church (NLHER: MLS21839) was built in 1902 on Waterside Road and two years later St Chad's Church of England School was opened. The school closed in 1960 and the church closed in the 1970s; both were demolished in 1993 and housing was built on the site. Queen Street Primitive Methodist Chapel (NLHER: MLS17740) was closed in 1961 and re-opened as a Salvation Army Citadel in 1965. The first Catholic church in Barton opened its doors in 1938. In 1988, after being demolished, it was replaced in the same location by the current St Augustine Webster Catholic Church.



Humber Bridge

Several schools have opened in Barton-upon-Humber throughout the 20th century as the population of the town expanded. In the early 20th century Castledyke Primary School (NLHER: MLS22852) opened at Castledyke West and a Grammar School opened on Caistor Road. The former grammar school was amalgamated with the new Baysgarth School (NLHER: MLS25878) in 1975. The Bowmandale Primary School opened in 1978 off Brigg Road. Also in the late 20th century Barton St Peter's Church of England Primary School opened at Marsh Lane.

1.6.5 RECREATION

The 20th century saw an expansion of outdoor sport facilities in Barton-upon-Humber. Mainly due to the establishment of grounds for Barton Town Cricket Club and Barton Town Football Club on the eastern side of Pasture Road, with an extension for Barton Junior Football Club to the west in the mid-20th century. As well as these, a recreation ground was established just to the east and a youth club in the Former Wesleyan School (NLHER: MLS22274) on Maltby Lane.

The largest development of recreational facilities is seen in the north of the town, where ponds left behind from the clay extraction have paved the way for Nature Reserves and parks. These have also been utilised for fishponds and a caravan park was established in the mid-20th century at the site of the Maltkiln Road fishponds. The North Lincolnshire & Humberside Sailing Club is also based in one of these former clay pits. Barton-upon-Humber's shoreline is also the starting location of the long-distance walking trail known as the Viking Way, which runs south down the western edge of the Lincolnshire Wolds turning west to Lincoln and then south to Rutland.

At the time of the Second World War Barton-upon-Humber had two cinemas, The Oxford (NLHER: MLS26019) in Newport Street and the Star situated on the corner of the High Street and Fleetgate (Bryant, 1998). Both cinemas were closed in the later 20th century. There are several museums in Barton-upon-Humber; Baysgarth House is now a museum and the former Church of England School on Queen Street is now the Wilderspin & National School Museum. Another museum is The Ropewalk, which has reused the old ropewalk building on the eastern side of Barton Haven as a gallery, exhibition space, live venue and museum.

1.6.6 MILITARY

Barton-upon-Humber, like many other towns, had defences during the Second World War. In the town a civil defence control bunker (NLHER: MLS21441) existed at St Peter's Court and also an air raid shelter (NLHER: MLS22724) at 50 Holydyke. Military buildings were also recorded outside of the town, north of Dam Road (NLHER: MLS26406) and northeast of Blow Wells Plantation (NLHER: MLS26363). During the Cold War there was a Royal Observer Corps underground monitoring post at Beacon Hill which was in operation between 1958 and 1968. It was demolished in 1973 (NLHER: MLS21430).

1.6.7 CHARACTERISTIC BUILDINGS

War Memorial (NLHER: MLS21663, NHLE: 1423065)

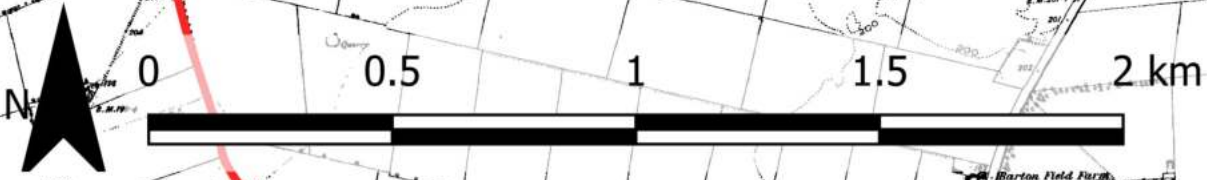
The Barton-upon-Humber war memorial was unveiled on Sunday 3rd April 1921 and is Grade II listed. It is located at the main entrance of Barton-upon-Humber cemetery and commemorates the 165 local men who died in the First World War. An inscription and two tablets were added in 1948 to commemorate 48 men and women killed during the Second World War. In 2013, after research carried out by the Barton Living Memorial Trust, a further 33 names were added to the memorial in three additional tablets.

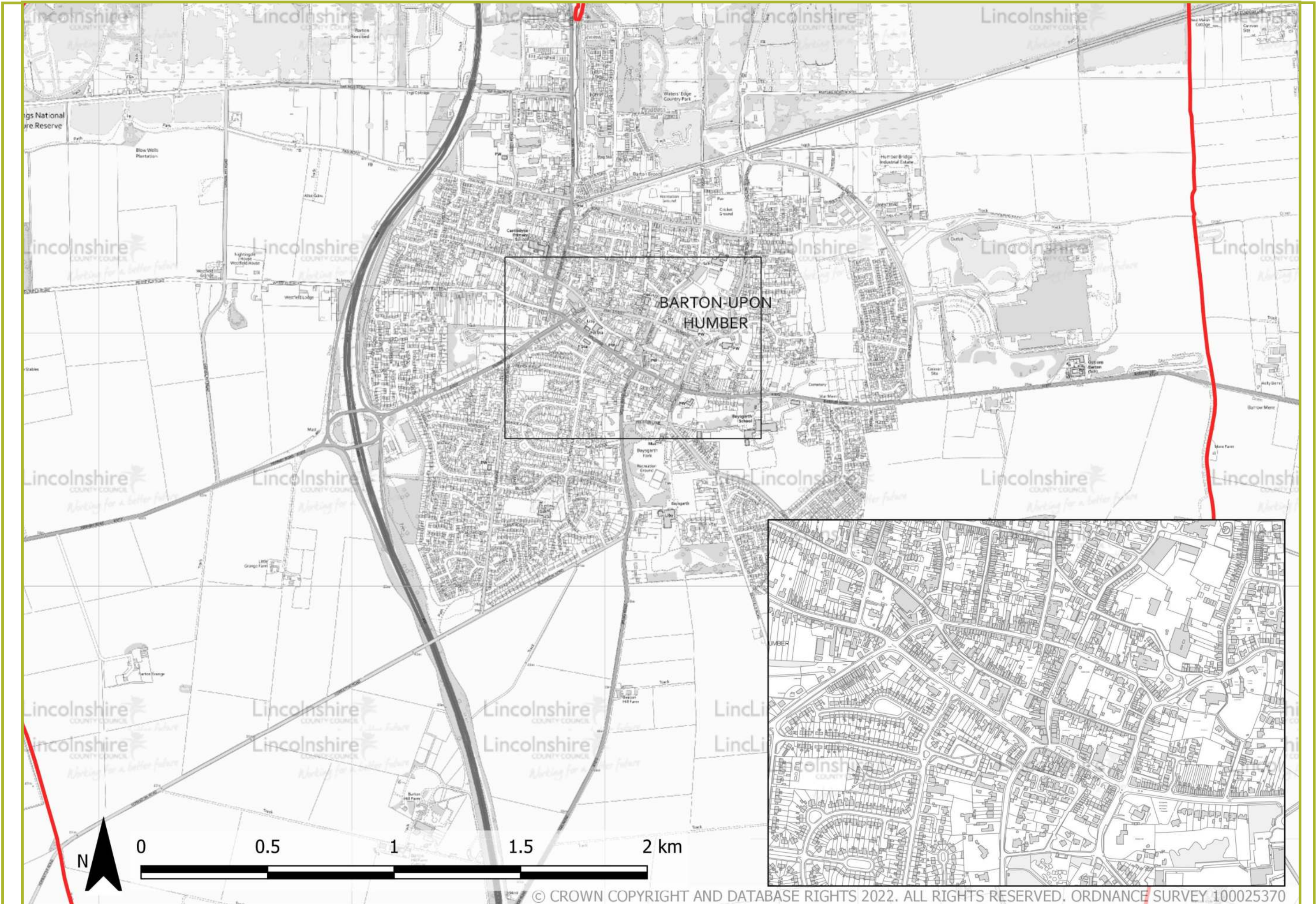
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BARTON UPON HUMBER

BARTON UPON H
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HISTORIC URBAN CHARACTER ASSESSMENT

Summary

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

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

The character areas are discussed in terms of heritage value, based upon Historic England's 2008 'Conservation Principles', these include: Evidential, Historical, Aesthetic, and Communal. 'Conservation Principles' sets out a method for thinking systematically and consistently about the heritage values that can be attributed to a place. People value historic places in many different ways; 'Conservation Principles shows how they can be grouped into four categories. A concordance table has been produced to compare the values taken from the 'Conservation Principles' with the NPPF21, in terms of significance.

The values are as follows:

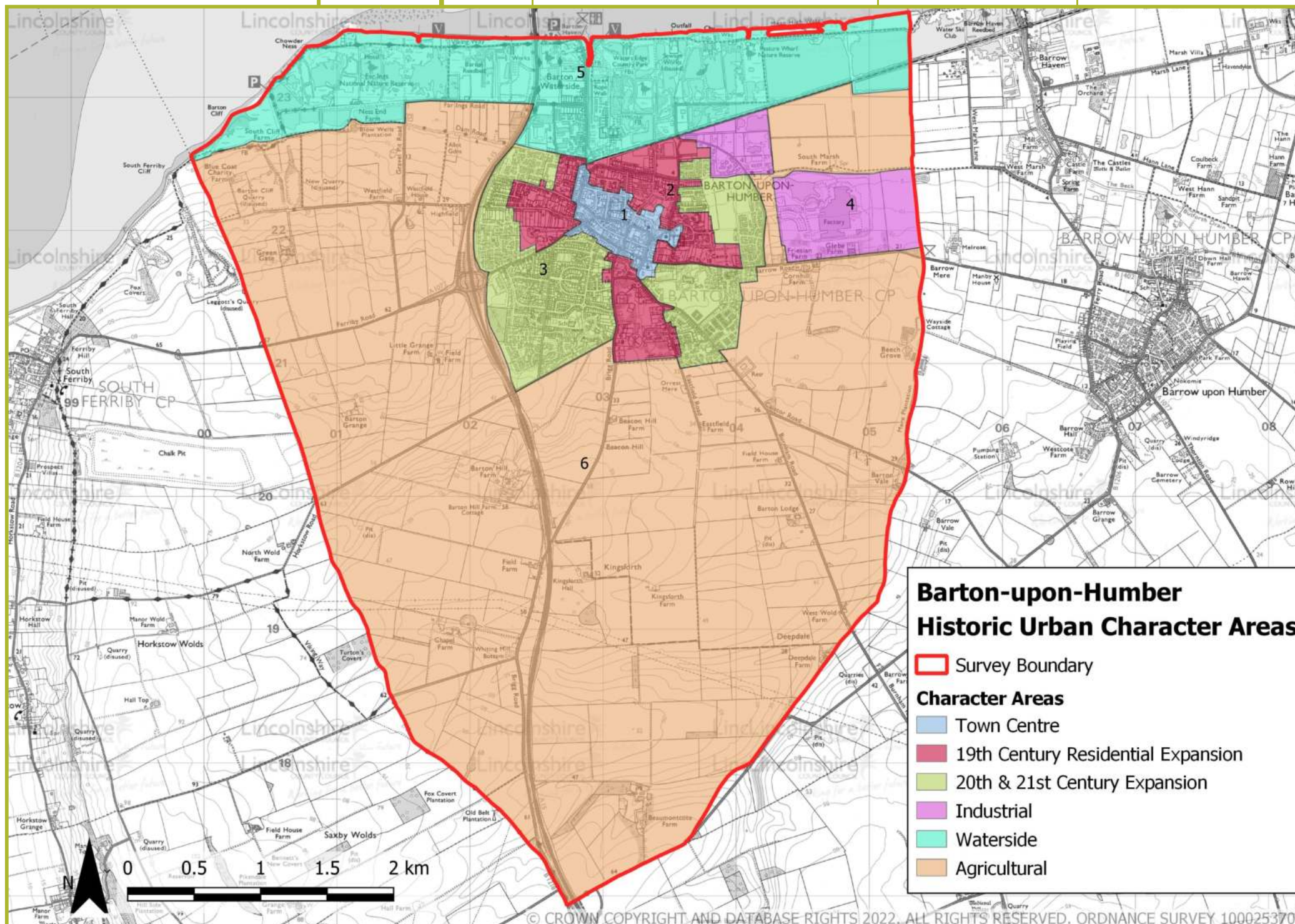
Evidential: the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might relate to a national story of archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological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

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

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

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

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



The Conservation Principles values

This can be used to understand how value has been assigned in the value tables which can be found in the Historic Urban Characterisation Area Assessments (HUCAs).

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

Concordance Table between Historic England Conservation Principles and the NPPF

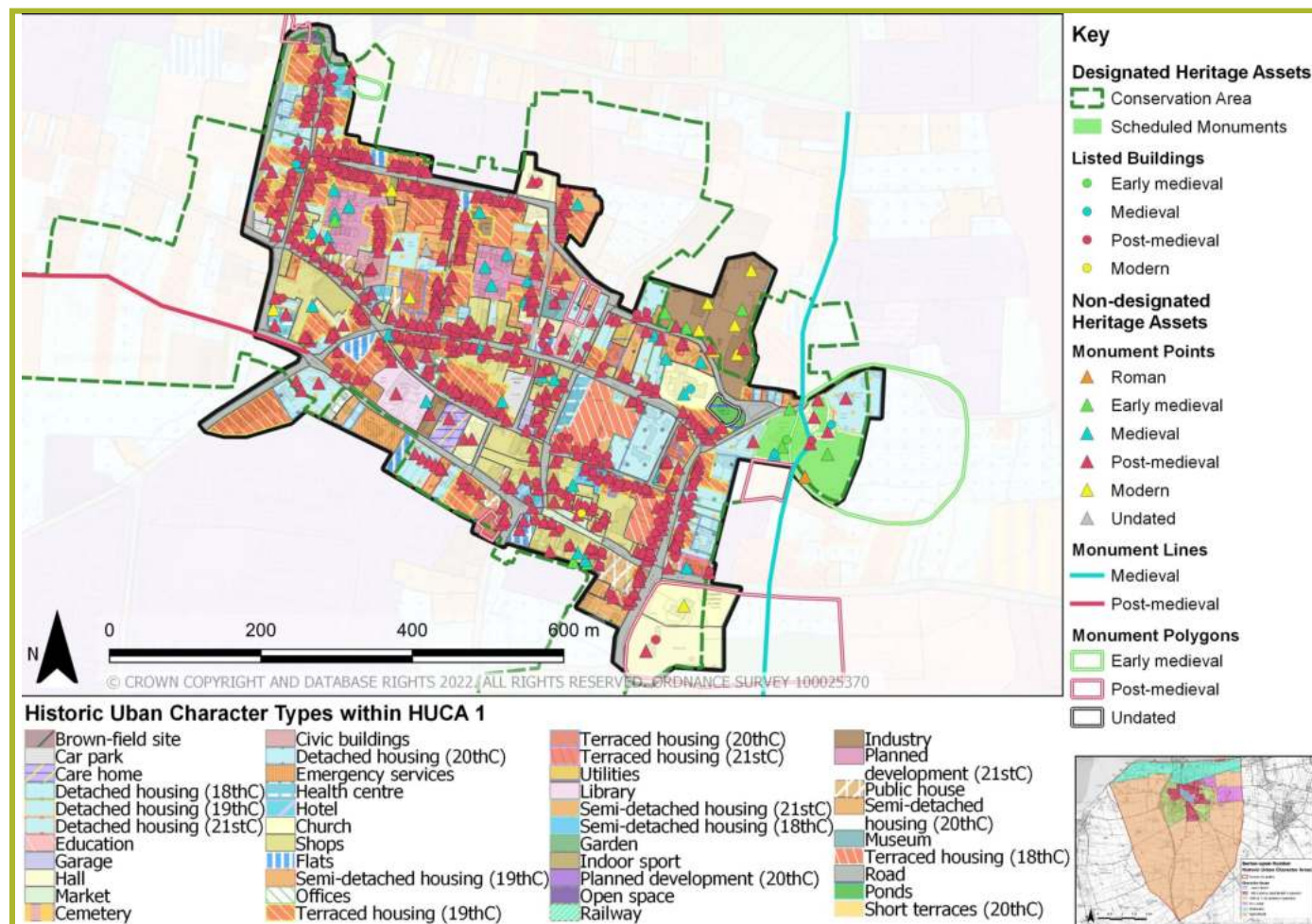
| NPPF Significance | Conservation Principles | Conservation Principles Scope Note | NPPF Scope Note |
|--|-------------------------|--|--|
| Archaeological | Evidential | <i>“the potential of a place to yield evidence about past human activity.”</i> | <i>“There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.”</i> |
| Historic | Historical | <i>“the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.”</i> | <i>“An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.”</i> |
| Architectural/ Aesthetic | Aesthetic | <i>“the ways in which people draw sensory and intellectual stimulation from a place.”</i> | <i>“These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.”</i> |
| *See Paragraphs 190 (b) and (c), 193, 197 (b) and (c), 205, 206. | Communal | <i>“the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory”</i> | <i>N/A see relevant paragraphs</i> |

EUS in planning

It is anticipated that the EUS will be used to support appropriate application of the National Planning Policy Framework (NPPF) in the future development of Lincolnshire's towns. The EUS is directly applicable to the aims set out in the 2021 NPPF, particularly in Chapter 3 'Plan Making', Chapter 12 'Achieving well-designed places' and Chapter 16 'Conserving and enhancing the historic environment'. Chapter 3 states that *Strategic policies should... make sufficient provision for: conservation and enhancement of the natural, built and historic environment... Plans are 'sound' if they are: Justified... based on proportionate evidence.* For both objectives the EUS can provide a thorough evidence base which can assist in the production of plans. Chapter 12 states that Planning policies and decisions *should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting... establish or maintain a strong sense of place using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.*

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

Recent design-related guidance, including the National Design Guide and the National Model Design Code, explicitly reference the significance and value of understanding the historic character of a place. Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage. In all cases the EUS programme, and its products, are directly aligned with the aspirations in these key planning guidance advice notes and emerging legislation.



HUCA 1— Town Centre

Key characteristics

- ◆ Historic core. Mixed commercial and residential.
- ◆ Medieval street layout with buildings from several periods, from the medieval period to the 21st century.
- ◆ Different building heights, with a maximum of three storeys, dormers on some of the buildings' roofs.
- ◆ The buildings are set towards the front of the street.
- ◆ Shop frontages follow standardised architectural styles and some have been replaced.
- ◆ Mostly red or brown brick terraced buildings, some are rendered.
- ◆ Local hand-made and machined brick and clay pantiles are characteristic of this HUCA in the buildings and garden walls.
- ◆ The majority of the HUCA is within the town's conservation area.
- ◆ Much of the modern development is sympathetic and in keeping with the post-medieval character of the HUCA.
- ◆ There are trees and gardens within the blocks of buildings, but none are open to the streets.
- ◆ The Beck and both medieval churches form an area of communal green space.
- ◆ Street furniture and signage are uniform and are black and gold in colour.

Landscape History

The earliest likely permanent occupation in the HUCA was during the Roman period in the vicinity north and east of St Peter's Church, although there is also archaeological evidence for prehistoric activity in the area (NLHER: MLS20637). It is from the early medieval period that human activity increases and it is during this period that the layout of Barton-upon-Humber begins to take its current form. The early medieval settlement was probably divided in two foci, one in the area of Burgate and St Peter's Church and another in the Fleetgate area; to the east and west of the HUCA respectively. During the medieval period the gap between the two foci would have narrowed, eventually forming one continuous settlement. It is also in the early medieval and medieval periods that most of the current street pattern of the HUCA developed. In the early post-medieval period the town saw economic and population decline which would recover towards the 19th century, the catalyst being the growth of the Humber-side brick and tile industry. During this period many houses were built replacing earlier ones in the HUCA or infilling empty plots. This trend continued into the 20th and 21st centuries, with newer residential buildings replacing older buildings.

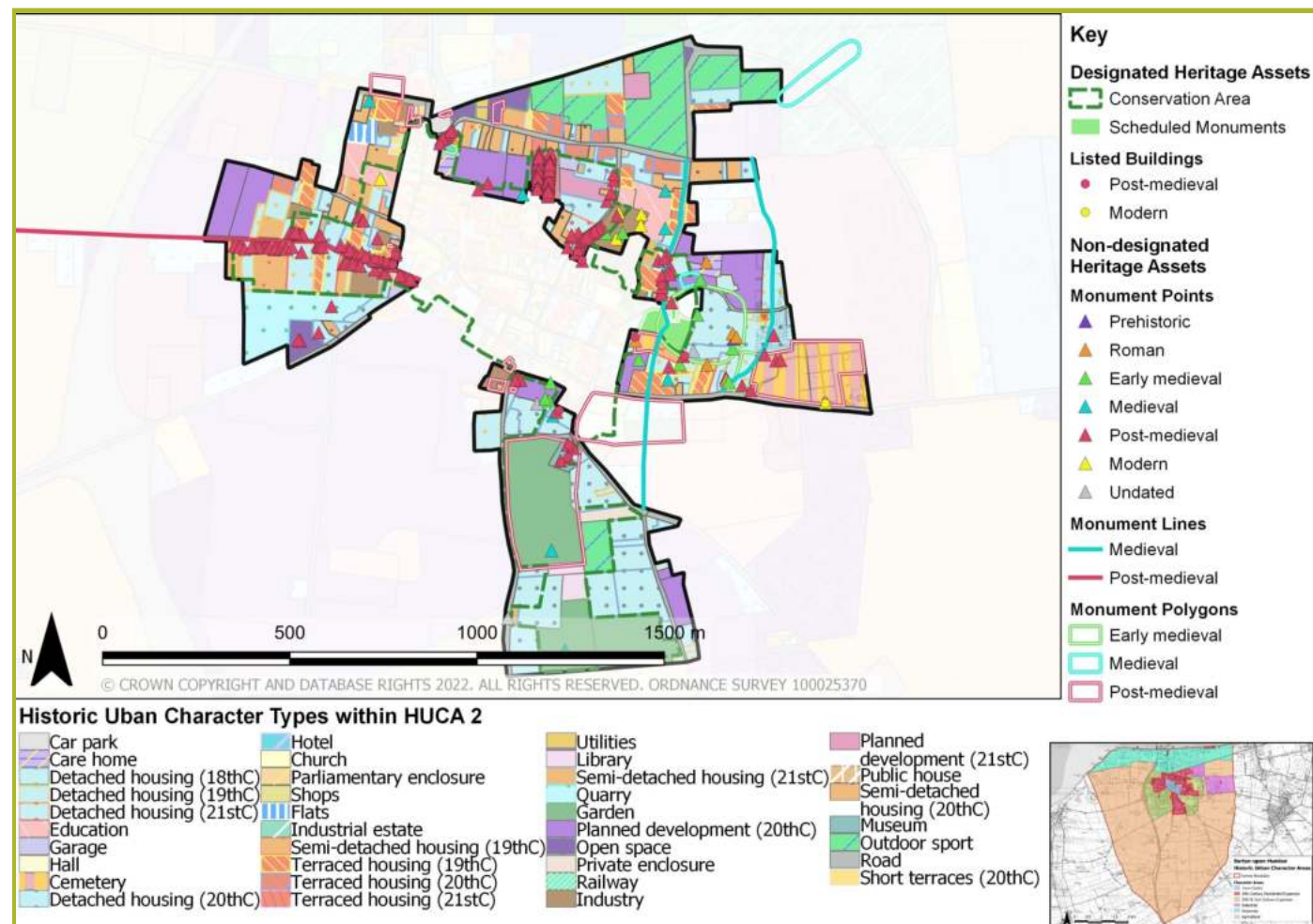


Evidential Value: The character area is of great evidential value and two scheduled monuments preserve evidence of the town's Saxon origins. The majority of the town's listed buildings are within this HUCA, which are mainly post-medieval but also include the two medieval churches and Tyrwhitt Hall. The street layout and town defences are also medieval in origin and there is probably more Roman and medieval archaeology beneath the later town. The majority of preserved buildings date from the 18th to 20th centuries but are mostly constructed within medieval plot boundaries.

Historical Value: This character area is the historic core of the town and its medieval development is the earliest evidence of what is today Barton-upon-Humber. The preserved Anglo-Saxon church of St Peter is an important asset for the understanding of the town's early history and its juxtaposition with the oval enclosure to the east. The medieval street pattern and its progressive evolution with infilling of later buildings also adds to the understanding of the town's history and development, as do the town defences.

Aesthetic Value: The character of the HUCA is predominantly post-medieval with red and brown brick buildings. These however, are built around a medieval street layout which has been preserved. The varied ages of buildings has led to differing roof heights of varying steepness. Despite the prevalence of post-medieval buildings there are modern buildings which are built in keeping with earlier styles. The remnants of medieval architecture can be found in the area of the Beck, with the churches of St Peter and St Mary as well as Tyrwhitt Hall.

Communal Value: Information plaques can be found throughout the character area, these add to the communal value by engaging the passer-by with the history of selected buildings and landmarks. The Wilderspin School Museum is also a location of communal value where local heritage is accessible. To this we can add the number of places of worship which are present in the character area and play a role in the community.



HUCA 2—19th Century Residential Expansion

Key characteristics

- ◆ 19th century residential expansion and cemetery.
- ◆ Initial construction of 19th century buildings, some of which were replaced by later 20th and 21st century buildings.
- ◆ Mixed character due to 20th and 21st century buildings and sports fields.
- ◆ Residential expansion follows main roads out of Barton-upon-Humber, as well as Butts Road to the north.
- ◆ Mixture of terraced, detached and semi-detached housing.
- ◆ Red, brown and buff brick; timber and uPVC replacement windows.
- ◆ Buildings are generally between one and two storeys high with concrete, slate or pan tile roofs.
- ◆ Most of the character area is within the town's conservation area.
- ◆ Mixture of grass verges and concrete roads.
- ◆ Mixture of front gardens and street fronts, as well as a mixture of driveways and on-street parking.
- ◆ There is a cemetery to the east of the character area and outdoor sport fields to the north, while Baysgarth Park dominates the south of the character area.

Landscape History

The earliest evidence of human activity in the character area is Mesolithic (NLHER: MLS20637) in date. The first evidence of settlement is for the Roman period in the area immediately to the east of St Peter's Church. This area was occupied to a greater extent in the early medieval period and a regionally important Anglo-Saxon inhumation cemetery is located at Castledyke South (NLHER: MLS413). A short-lived 12th century castle may have been located in this general area. Just to the south lies Baysgarth House which was built in the 17th century with a large estate which is now a public park; it may have been built on the grounds of an earlier timber-framed building. The medieval settlement of Barton-upon-Humber was enclosed in the 12th century within a defensive ditch and the HUCA includes the areas enclosed north to, to Castledyke West, and the eastern part of the character area. In the post-medieval period these areas would have seen a decline until they were once again settled in the 19th century, due to an increase in population and economic activity. Although the HUCA is characterised by 19th century residential expansion, later 20th and 21st century developments replaced some of these 19th century buildings, creating a mixed character in the HUCA.

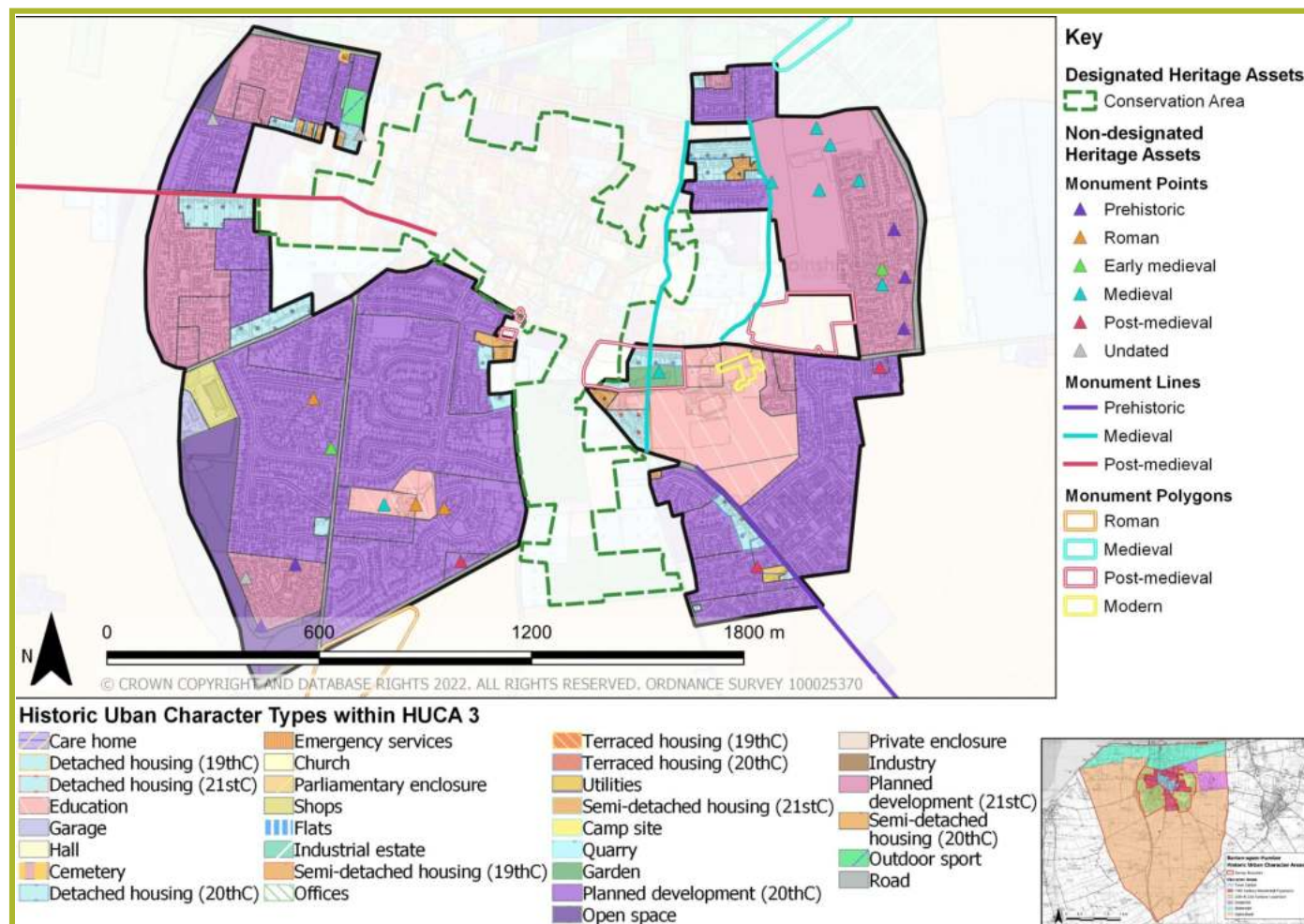


Evidential Value: There is archaeological evidence for Roman and medieval occupation in the HUCA, including traces of the Saxon enclosure east of St Peter's and the medieval town defences. The most tangible evidence is what is left of the 19th century residential expansion, as well as the 17th-18th century Baysgarth House. The presence of the Baysgarth estate has resulted in less residential expansion in the southern part of the character area.

Historical Value: The character area contributes to the understanding of the town's development. Castledyke cemetery provides valuable information about the early medieval population of Barton-upon-Humber. The castle and town defences, are associated with the events of The anarchy in the 12th century. The 19th century urban growth, which characterises the area, was accompanied by the creation of a new cemetery to replace graveyard in the churchyards. The oldest preserved building in the area is Baysgarth House, which is now a museum.

Aesthetic Value: The aesthetic character of the area is not consistent. Although originally an area of 19th century residential expansion, there has been later development in the area which has affected its original character. Remnants of the Baysgarth Estate boundary walls are reused as boundary walls for later houses.

Communal Value: There are several locations of communal value in this character area. Baysgarth Park is a large open space for communal use and just to the south there is a library and community hub. To the north of the character area there are football pitches and a cricket club, as well as a play park.



HUCA 3—20th and 21st Century Residential Expansion

Key characteristics

- ◆ 20th and 21st century residential expansion.
- ◆ Mainly composed of mid-late 20th century to 21st century large planned developments.
- ◆ Some 19th century and early 20th century housing.
- ◆ Housing is set back from the street with front gardens or driveways.
- ◆ Grass verges and some trees.
- ◆ A15 acts as an artificial boundary to the west of the character area.
- ◆ Red and buff brick buildings, some with render.
- ◆ Locally made clay pantile roofs.
- ◆ Buildings mostly 2 storeys high, uPVC windows, tile and concrete roofs.
- ◆ Baysgarth School and its playing fields occupies a large area to the east.

Landscape History

There is evidence of prehistoric activity in the eastern part of the character area, in the form of pottery and flint finds and Middle Iron Age cremations (NLHER: MLS20769, MLS21250). The prehistoric trackway known as Barton Street (NLHER: MLS15492) may have ended in the vicinity of Baysgarth School. In the southern part of the HUCA the archaeological remains of Late Iron Age roundhouses are also recorded (NLHER: MLS20411). Archaeological remains from the Roman period include pottery and coins (NLHER: MLS421, MLS433, MLS17894), found just to the north-east of the Iron Age roundhouses. During the medieval period the landscape of the character area would have consisted of large open fields with ridge-and-furrow. Archaeological investigations in the eastern part of the HUCA are uncovering evidence of the medieval tracks and roads to the east of the town as well as of the field layout and agricultural structures (NLHER: MLS20114). In 1796 the parliamentary enclosure of the parish transformed the landscape from an open area to one of smaller rectangular enclosures bounded by hedges and fences. These were overseen by newly constructed farmsteads and many 19th century farmsteads are recorded across the HUCA. In the modern period, residential expansion began in the character area. This increased dramatically from the mid 20th century with the introduction of large planned developments which have continued in the 21st century.



Evidential Value: There is evidential value in the character area in the form of archaeological sites and finds dating to multiple periods, such as the Iron Age settlement, and Roman and medieval activity across the landscape. Apart from this it is a mainly modern HUCA which represents 20th and 21st century planning trends.

Historical Value: The presence of prehistoric, Roman and Medieval archaeology demonstrates that the character area has had human activity over a prolonged period of time with changing usage, from Iron Age settlement to medieval open fields. In the post-medieval period the HUCA is characterised by farmsteads and mills, and was primarily an agricultural area. This changes in the 20th century when the character area becomes primarily residential, with large planned developments accompanied by increased private car usage, the building of the Humber Bridge and a decrease in the use of public transport; all of which has affected the way urban development has been planned.

Aesthetic Value: The aesthetic character of the HUCA is consistent throughout. This character consists of 20th and 21st century development, including brick housing, many built with clay pantile roofs, and schools. It records the rapid growth in population which has been seen in the town since the beginning of the modern period.

Communal Value: Baysgarth School and Bowmandale Primary School are two important institutions for the community that can be found in the character area. Due to the predominantly private residential nature of the character area, there are few opportunities to engage the public on local history. Archaeological interpretation boards are planned on the Falkland Way housing development to inform the public of the results of excavations there.



HUCA 4—Industrial

Key characteristics

- ◆ Late 20th century Industrial estate and factory.
- ◆ 21st century extensions.
- ◆ Presence of a nursery and a special education school.
- ◆ Industrial units with associated parking.
- ◆ Building materials: red and buff brick, corrugated iron.
- ◆ Open spaces and greenery in empty plots between units.
- ◆ Inactive street frontages, designed for utility.

Landscape History

The earliest evidence of human activity in the character area is that of a Romano-British settlement (NLHER MLS16314, MLS26750) on the site of the Wren Kitchens factory, previously a Kimberly-Clark nappy factory. Recent archaeological excavation on the Wren extension site has uncovered more of the layout of the settlement, trackways and field system. Two Bronze Age cremations were also recovered (NLHER: MLS26750). During the medieval period the northern part of the character area was probable cow pasture, while the rest consisted of open fields. With the parliamentary enclosures of the fields two farmsteads (NLHER: MLS25034, MLS25037) were constructed, probably in the beginning of the 19th century. One of these farmsteads (NLHER: MLS25037) has been largely conserved and is now a school for children with autism. The landscape remained largely unchanged from the 19th century until the late 20th century when the current industrial estate and factory were constructed. These were later expanded in the 21st century.

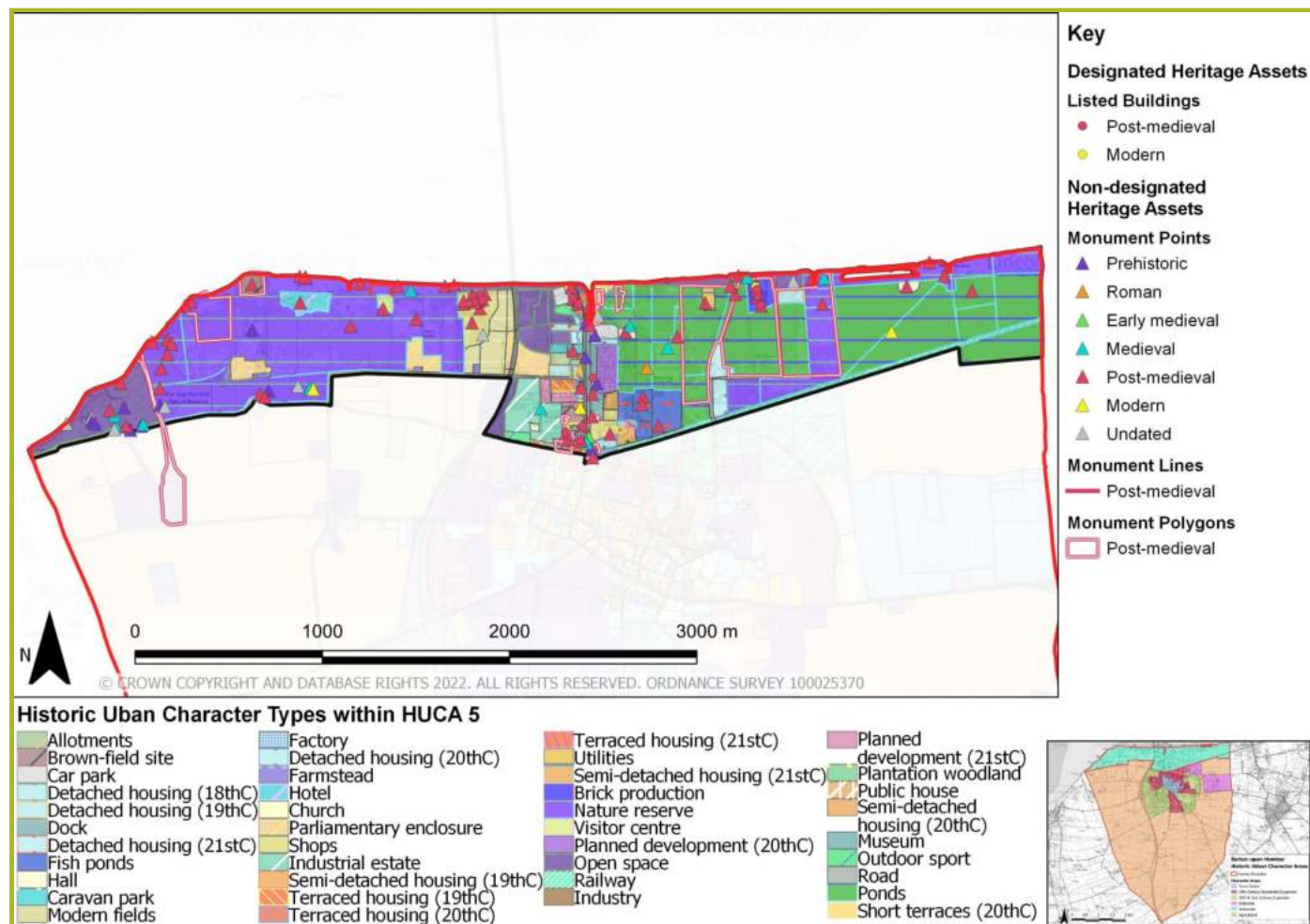


Evidential Value: The Romano-British settlement discovered at the site of the Wren factory is a site of important archaeological evidential value. During the medieval and post-medieval periods the HUCA was predominantly agricultural in nature, with the landscape changing in the late 18th century from open fields to enclosed fields. A farmstead from this period of enclosure still survives and has been repurposed as a school.

Historical Value: The character area has archaeological evidence of great importance to the local area's Roman historical and archaeological history, due to the Romano-British settlement discovered here. It contributes to the understanding of Roman settlement in the local area and along the Humber. The evidence of a post-medieval farmstead is a visual reminder of the once private agricultural nature of the character area. The 20th and 21st century industrial developments provide evidence for economic growth in the town tied to the arrival of the Humber Bridge and its freight traffic.

Aesthetic Value: The post-medieval enclosure boundaries in the landscape have been obscured by the late 20th century industrial constructions. The Wren factory and its recent extension are large scale industrial activity which have a visible impact in the immediate landscape.

Communal Value: The main value to the community that can be found in the HUCA is the number of jobs provided by the industry. The special education school must also be important to families in the community needing specialist education for their children.



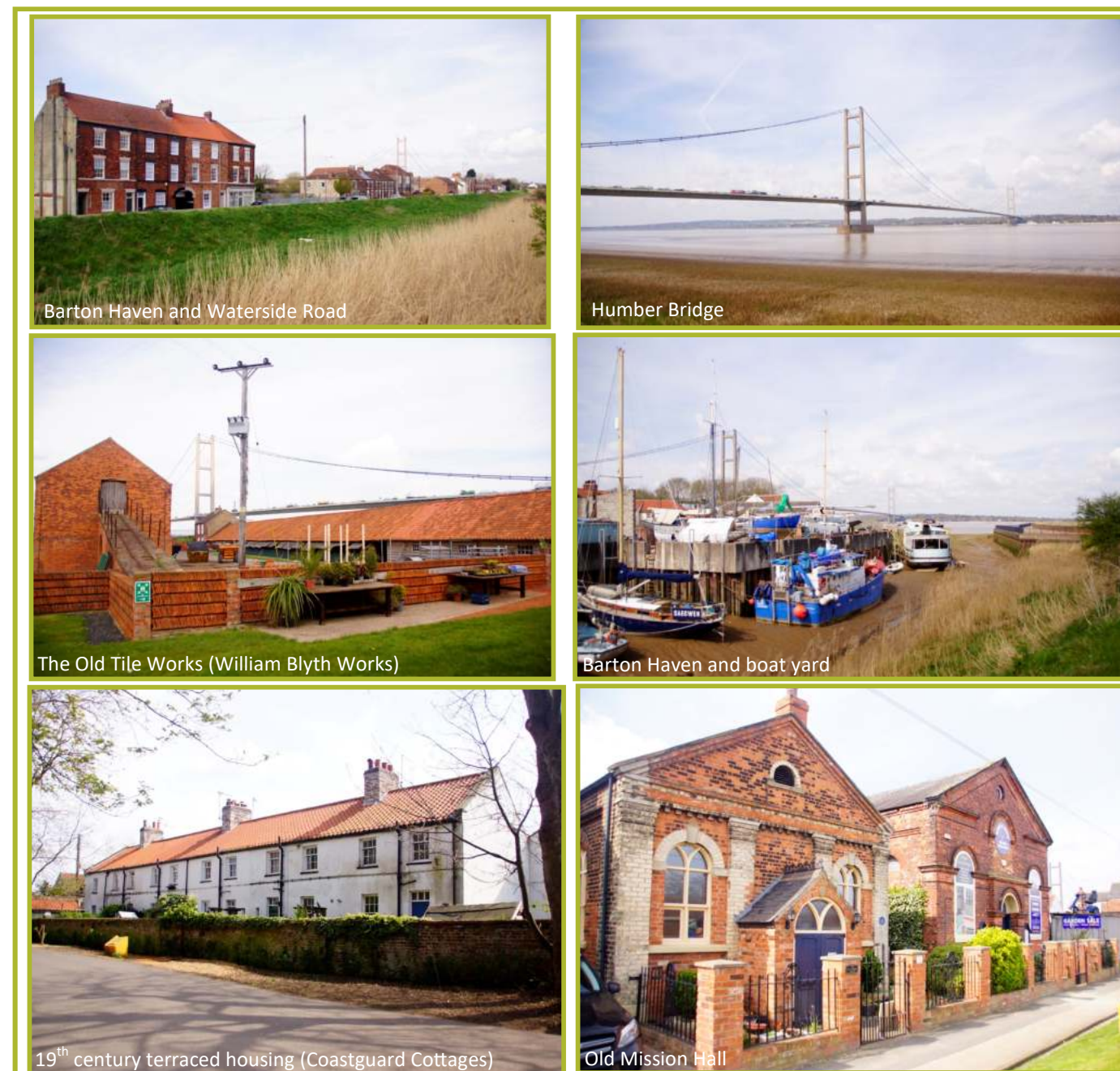
HUCA 5—Waterside

Key characteristics

- ◆ Post-industrial waterside area with nature reserves and ponds.
- ◆ Mixed character: Open spaces, residential and industrial.
- ◆ Mostly consists of ponds and nature reserves.
- ◆ Railway station and tracks along the southern edge of the character area.
- ◆ Urbanisation concentrated along the Haven.
- ◆ Mixture of 19th, 20th and 21st century housing.
- ◆ Red, brown and buff brick, uPVC windows.
- ◆ Two to three storeys high with clay pantile and concrete roofs.
- ◆ Industrial units between the A15 and Barton Haven.
- ◆ Two working tile yards producing local clay roof tiles.

Landscape History

This character area stretches east to west along the banks of the Humber Estuary, which has been an area of human activity since the prehistoric period. Several environmental samples from prehistoric deposits have been analysed (NLHER: MLS20046, MLS20057, MLS20047, MLS20587, MLS21237) which have helped improve understanding of the landscape of the area. The area would likely have been a saltmarsh and there is evidence of cultivation or wood clearance into the wider area. Added to this are also archaeological finds from the period consisting of flints (NLHER: MLS20036, MLS20054), a bronze palstave (NLHER: MLS425) and a beehive quern (NLHER: MLS17892). The only archaeological evidence for human presence during the Roman period is a brooch (NLHER: MLS21657) and pottery (NLHER: MLS4668). During the medieval period the HUCA was composed of Ings (marshland) to the west of Barton Haven and brick closes, marsh and pasture to the east of the haven. In the post-medieval period the area surrounding Barton Haven was home to a small-scale boat industry. In 1796 the land was enclosed and during the 19th century the land was increasingly used for clay extraction and on-site brick and tile production. This continued up until the mid-20th century when the industry declined and made way for nature reserves and ponds, in the extraction pits that were left behind. The clay was also used in the production of cement at the former Adamant Cement Works operational between 1890 - 1927; the remains are located beside the Humber foreshore (NLHER: MLS21964)

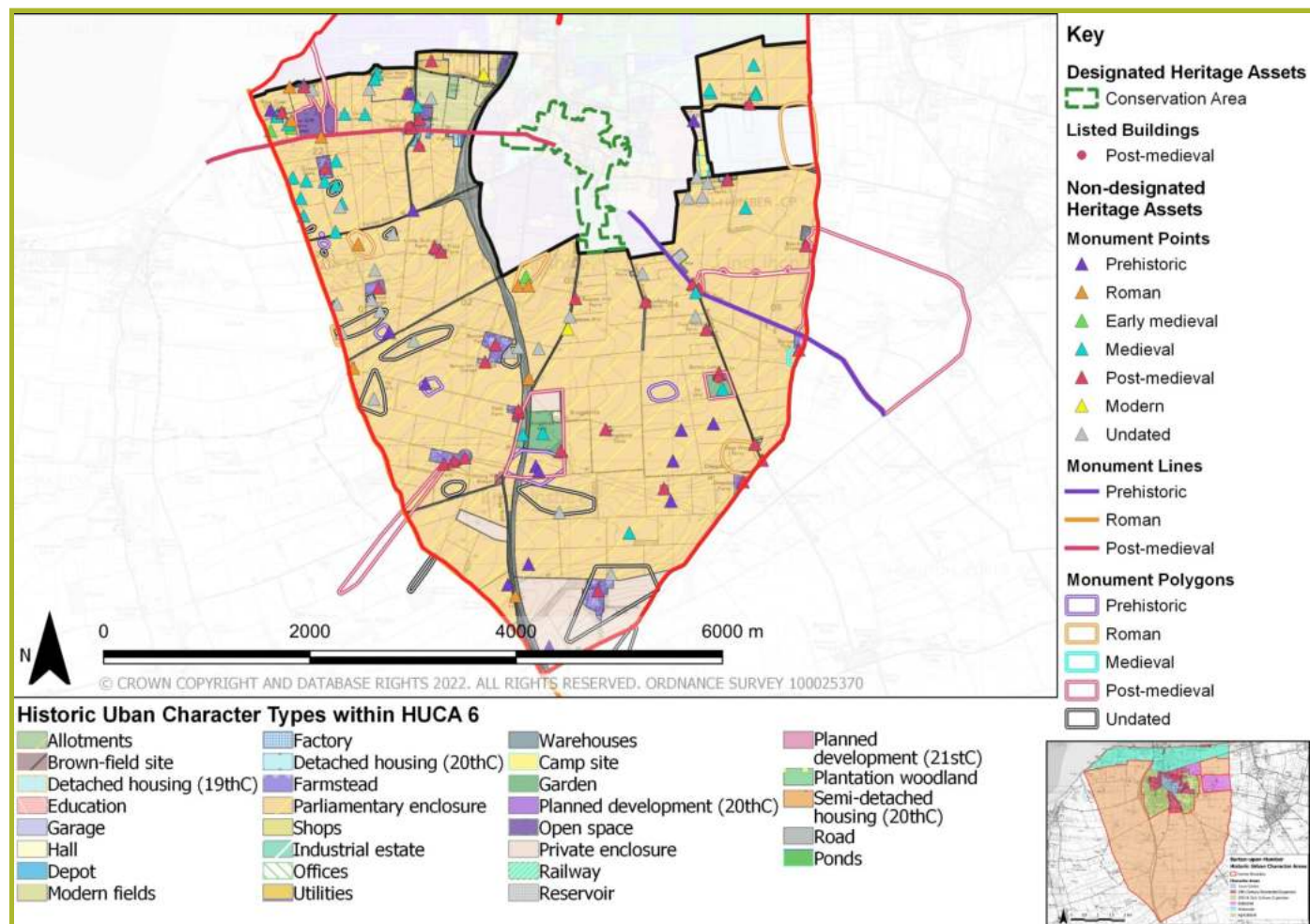


Evidential Value: The character area has important evidential value for the 19th century industry of Barton-upon-Humber and the use of the haven as a harbour. The remains of former brick and tile industry, the old cement works, remnants of jetties, the old boatyard and ponds are all evidence of this past activity, as are The Ropewalk and the two remaining working tile yards. The drying sheds, chimneys and kilns at both William Blyth tile works are listed buildings. There is also archaeological evidence for the prehistoric period which has been preserved; however some of this may have been lost after the clay extraction industry.

Historical Value: The HUCA is helpful for understanding the post-medieval and modern history of Barton-upon-Humber. The development of the character area can easily be read in its landscapes and buildings, providing insight into this important part of the town's history.

Aesthetic Value: The aesthetic character of the area is mixed, with modern residential developments built alongside 19th century housing along the haven. The rest of the character area is dominated by ponds and nature reserves, alongside some remains of the once generalised industrial activity. The most modern and significant landmark, which can be seen from throughout the character area, is the iconic Humber Bridge.

Communal Value: There are many elements of communal value within the character area, mostly thanks to the ponds created by clay extraction. The nature reserves and walking trails (including a Heritage Trail) along the Humber provide outdoor activities for residents and visitors alike. Other outdoor activities include fisheries, sailing and water skiing. The Old Tile Works just to the west of the A15 is a tourist attraction and café at the William Blyth Far Ings tile works. The Ropewalk is an example of a previously industrial building which has been repurposed; it is now a museum, gallery and live performance venue.



HUCA 6—Agricultural

Key characteristics

- ◆ Agricultural character area.
- ◆ Parliamentary enclosures divided by hedgerows.
- ◆ A15 divides character area into eastern and western parts.
- ◆ 19th century farmsteads with large modern industrial units.

Landscape History

There is archaeological evidence for prehistoric activity in the area which includes enclosures (NLHER: MLS445, MLS10365, MLS10369), barrows (NLHER: MLS22768, MLS22769), flints and pottery (NLHER: MLS435, MLS436, MLS439, MLS440). The possible prehistoric trackway of Barton Street (NLHER: MLS15492) would have gone through this character area before arriving at Barton-upon-Humber. There is also archaeological evidence for the Roman period with enclosures (NLHER: MLS10365, MLS10369) and a settlement site (NLHER: MLS427) being recorded. This settlement would have been located in the north-western edge of the character area, by the Humber. It is possible that occupation continued during the early medieval period, which can be inferred from the existence of an Anglo-Saxon cemetery to its immediate south. In the medieval period the character area was formed by open fields farmed with ridge and furrow. The chalk geology of the land also meant that it was ideal for numerous chalk pits (NLHER: MLS26344-MLS26348, MLS26351-MLS26353). Evidence of chalk used as a building material can be seen at St Peter's Church. Chalk was also used in the production of cement at the former Adamant Cement Works. In the late 18th century the fields were enclosed, which has given the landscape we can see today. The Barton-upon-Humber Bypass was constructed in the late 1970s to connect to the Humber Bridge and has had a visual and physical impact on the landscape.



Evidential Value: There is an abundance of archaeological records for the prehistoric and Roman periods in the character area. Any development in the area can expect archaeological works to encounter this to a lesser or larger degree, dependent on the location. The current landscape is evidence of the parliamentary enclosures that took place in the late 18th century.

Historical Value: The character area contributes to the understanding of prehistoric and Roman history of Barton-upon-Humber parish. It also contributes to the understanding post-medieval land ownership and landscape changes in the form of enclosure.

Aesthetic Value: The aesthetic character of the HUCA is consistent; it consists of fields with hedgerows for boundaries. Views of the town and the Humber Bridge can be gained from most of the character area.

Communal Value: There is little communal value to be had in this character area, it is mainly private agricultural land. Despite this, its transformation and use has contributed to the story of Barton and therefore it does contribute to the wider history of the community.

DISCUSSION

Historic background

Barton-upon-Humber is located at the northern end of two probable prehistoric trackways, High Street and Barton Street. This, joined with the town's proximity to the Humber Estuary, probably made it a well connected area in the prehistoric period. There is prehistoric archaeology recorded throughout the survey area. The High Street trackway continued to be an important communication route in the Roman period and ended on the parish boundary with South Ferriby which boasted a ferry across the Humber during this period. It is possible that a Roman settlement on the western edge of the survey and 2km northeast of South Ferriby, known as Poor Farm, also had a ferry. In addition to this there is evidence of Roman occupation in other parts of the survey area, primarily at the location of the Wren Factory and East Acridge in Barton-upon-Humber.

The first evidence for the town taking its current form is during the early medieval period. The street layout of Burgate, Priestgate, Soutergate and Fleetgate probably formed during this period and burgage plots occupied the plots between the streets. The Anglo-Saxon cemetery at Castledyke South indicates settlement in the area as early as the 6th and 7th centuries following the end of Roman Britain in 410AD. The early medieval settlement probably gained importance as an administrative and economic centre within the estate of the 7th century monastery that is generally identified with the neighbouring parish of Barrow-upon-Humber. In the 9th century it is possible that a Viking riverside camp was established at Barton within a large D-shaped enclosure that surrounded the medieval settlement. Alternatively, a Danish burgh is one of the possible explanations for the origins of the sub-circular enclosure to the east of St Peter's Church that can still be traced in the modern street pattern. This early enclosure also contains the site of the Saxon Manor at Tyrwhitt Hall next to St Peter's, and the Saxon church with its 10th century tower may have been a proprietary foundation for the Lord of the Manor. The early market would have been located just to the west of St Peter's Church; St Mary's Church (then All Saints) may have been built initially as a church-of-ease for the market. The market changed location to George Street, probably in the 12th century coinciding with the construction of a probable short-lived castle at Castle Dyke. The town's economy declined from the end of the 14th century because of trade being diverted to Hull; this was further affected by silting of the Haven. Consequently Barton-upon-Humber suffered a generalised decline in the post-medieval period. In the 1790s the landscape and agricultural model changed drastically with the implementation of parliamentary enclosure of the land. Open fields turned into enclosed private land and farmsteads were constructed throughout the survey area. In the 19th century the area north of the survey area, skirting the Humber, saw the rise of a large brick and tile industry. The industry relied heavily on river transport along the Humber and was helped by the opening of a railway line between Barton-upon-Humber and New Holland in 1849. The Humberside industry mostly stopped in the mid to late 20th century and the leftover extraction pits have been converted into ponds and nature reserves. The Humber Bridge is another change in the landscape; it was opened in 1981 and can be seen throughout the survey area. The bridge and the rerouting of the A15 have improved communications across the Humber and have made the former ferry services redundant.

Character summary

Barton-upon-Humber's character can be divided into several areas of development. HUCA 1 represents the historic core; it consists of a medieval street layout and mostly post-medieval buildings with some 20th and 21st century buildings too. HUCA 2 represents the area of residential expansion in the 19th century; there are however some 20th and 21st century additions and redevelopments. Despite there being modern buildings located in the previous two HUCAS, the 20th century and 21st century residential expansion primarily took place in HUCA 3. This HUCA is characterised by large planned developments with housing and schools being the focus. HUCA 4 is defined by a late 20th century industrial estate and factory with 21st century extensions. HUCA 5 is the character area that has undergone most change in the last century. In the 19th and 20th centuries it was a large industrial tile and brick working area. With the exception of two tile works either side of the Bridge that continue today, the industry largely ceased production in the mid-late 20th century and gave way to what can be seen today. The character area is now mostly comprised of ponds where recreational activities take place and nature reserves are located. There are also remnants of industrial buildings which have been repurposed, such as the Ropeworks which is now a gallery and museum. The final character area, HUCA 6, is predominantly agricultural. The greatest changes to the landscape in this character area have been the parliamentary enclosures of the 1790s and the construction of the A15, leading to the Humber Bridge.

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Extensive Urban Survey



Barton Haven and the Humber Bridge

Barton-upon-Humber 2022

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