

**DESIGN & ACCESS STATEMENT  
INCORPORATING HISTORIC IMPACT ASSESSMENT**



**For**

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**PROPOSED ALTERATIONS TO BASEMENT WINDOWS**

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**At**

**No. 14 LONDON ROAD  
SPALDING  
LINCOLNSHIRE  
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**For**

Director  
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**LISTED BUILDING CONSENT APPLICATION ISSUE**

## **Site observation and analysis**

### **Location**

The site is located at number 14 London Road, Spalding, Lincolnshire. The site stands within the town centre and inside the boundary of the conservation area. The full address is 14 London Road, Spalding, Lincolnshire, PE11 2TA, though the actual terrace of buildings is known as Welland Place. A location plan at recognized scale is provided within the application pack to enable it to be located and the extent to be identified, refer to drawing A1279-01 latest issue for details.

### **Site description**

Number 14 London Road appears to be the end unit of a terrace though looking more closely it is actually half of a semi-detached pair that directly abuts further, similar units (fig. 01). The building is in residential use at all levels. The east façade of the frontage block stands 2m or so from the rear face of the footpath behind metal railings and a small hard-surfaced area with basement light-well – Georgian Section. This section of London Road is defined on the west side by three storey residential dwellings set close to the pavement and on the east side by the vertical bank of the River Welland. The site of the works here proposed is one of a number of buildings forming a relatively continuous facade, typical of the urban development grain along London Road. Immediately to the south of number 14 the ‘terrace’ steps back from the road, the additional space being utilized to park vehicles. The immediate neighbour on the south side is the Welland and Deepings Internal Drainage Board Offices (fig. 02). The dominant architectural style in the vicinity of the site is late Georgian (early C18) though the building on the proposal site and those immediately abutting are thought to date from mid-18C.

The main element of the building is the east block which stands parallel to London Road and is a full three storeys in height (fig. 01). No rear or ancillary accommodation is visible from London Road.



Fig. 01 – 14 London Road (Welland Place)(Blue door)



Fig. 02 – Welland Terrace and the streetscene.

### **Site boundaries**

The site boundaries are as defined within the site description above and as indicated on the site plans. The east boundary is formed by metal railings which stand 2m or so in front of the front elevation (fig. 03). The south boundary is formed by the gable wall of the building which

faces across the front of Welland Terrace (fig. 04). The west boundary is not visible from the road frontage. The north boundary is formed by number 13 London Road which abuts (fig. 01).



Fig. 03 – Frontage to east



Fig. 04 – South gable (on left)

### Neighbouring Development

The site sits in a relatively densely developed part of the town where there is a mixture of commercial and residential use. That said, this particular terrace remains residentially dominated.

Immediately opposite the site to the east is the river Welland beyond which stands the Parish Church and Ayscoughfee Hall Museum and Gardens. Immediately to the north stands no. 13 London Road which is residential in use. To the west, beyond the private rear garden of the dwelling stands the office headquarters of SHDC. To the south stands Welland Terrace with numerous Grade 1 & 2 listed buildings. Welland Terrace is predominantly residential though there is some commercial use at its north end.

### Existing access arrangements

Pedestrian access to the dwelling at ground floor level within the building is direct from the London Road pavement. Access to the residential areas is via this route.

### Streetscape / planting

The site sits within the 'hard' urban centre of Spalding. There are areas of tree growth to the west of the site within the grounds of Bedford House and some further west within the offices of SHDC. To the north of the site the town centre is hard-landscape dominated. The greater area of tree coverage locally is around Ayscoughfee Hall on the east side of the River Welland.

### Amenities

The site sits in the town centre close to all amenities and in walking distance to Market Place.

### Views into, through and out of the site

Views of the site from due north and due west are entirely obscured by either neighbouring buildings or trees. The only clear views in to the site are from the east looking across the River Welland and from the south looking across the face of Welland Terrace. Views out from the site are similarly limited.

There are no open views across this site.

### Context - Physical

Number 14 London Road comprises half of a semi-detached block as previously described. The block does contribute to the streetscene generally though the previous interventions at basement level do detract from the overall appearance. In general this is a block of typical form presenting a parapetted eaves to the road and double-bay partly parapetted gables to the north and south. It is one of the many buildings on the street dating from the early to mid 18<sup>th</sup> Century.

### Context - Social

The site is currently used for residential purposes. As such it therefore contributes to the town socially in the manner that any residential development does by placing people near to the central amenities.

### Context – Economic

The building makes an ancillary economic contribution to the town by allowing people to live near to shops which they are likely to use. In addition it provides income for the landlord.

## Site History – Heritage Assessment of Significance

The National Planning Policy Framework (NPPF) published in March 2012 requires that applications affecting Heritage Assets be accompanied by an 'Assessment of Significance'. This section therefore addresses this requirement since the site is within the designated conservation area and is listed. This commences with an analysis of the sites history before considering the impact of the proposals:

### Site history

#### The Grundy Map of 1732

The earliest map showing development in Spalding was produced in 1732 and is known as the Grundy Map (fig. 05). This shows early development on the river frontage south of the Market Place but the development that existed at the time does not appear to extend as far south as the development site. The nearby development shown to exist at that time appears to be approximately where the offices of Bulley Davy stand now, the footprint does not however reflect the extant buildings. It therefore appears that in 1732 the site was likely orchard associated with the Abbey (which stood a little to the west of the development site).

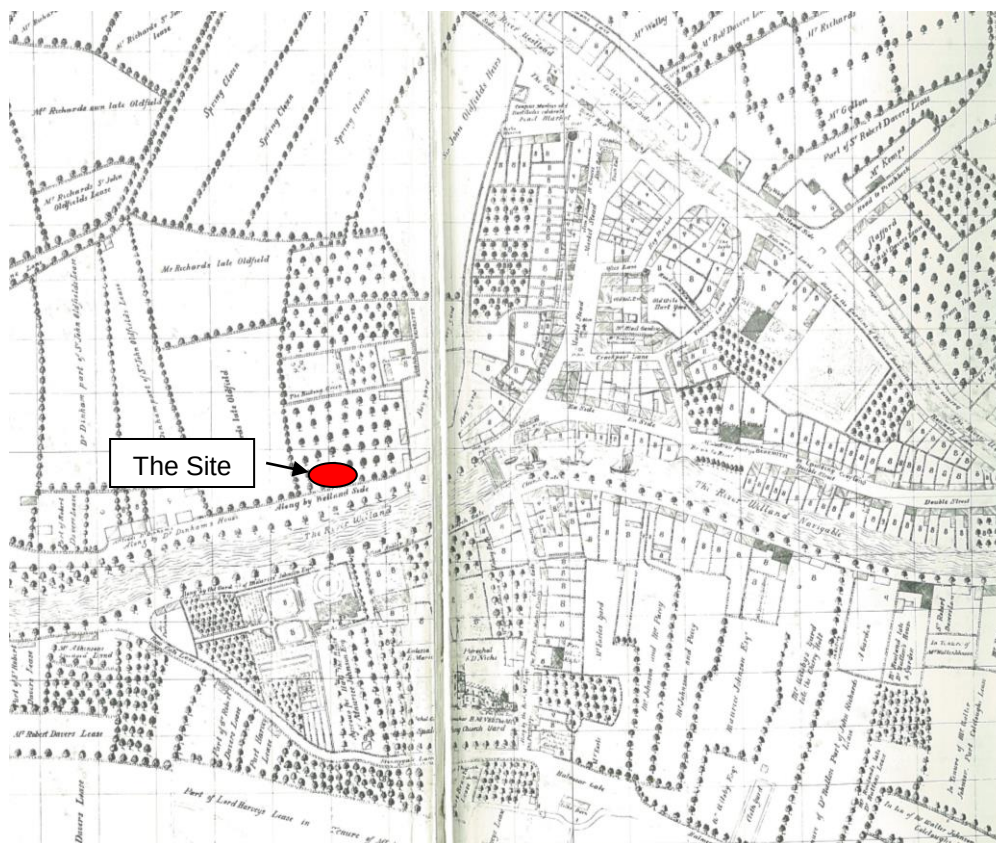


Fig. 05 - The Grundy Map 1732

### The Map of 1887

The next earliest map referred to in this study showing development in Spalding was surveyed in 1887 for publication around the turn of the century. The amount of detail on this map greatly exceeds that on its predecessor and shows that considerable development has occurred by the end of the 19<sup>th</sup> Century. This map shows the general footprint largely as exists today. From the evidence provided on this map it can be concluded that this building was constructed between 1732 and 1887 which is in line with the listing text which dates it as Mid C18.



Fig. 06 - The Map of 1887 (site shaded in pink)

### Ordnance Survey map of 1973

The next map referred to is the Ordnance Survey publication of 1973 and this again shows the site but provides little useful detail. The plan is not therefore reproduced here.

### Ordnance Survey map of 2018

The current map reflects the situation on site as it exists today in 2018 (see drawing A1279-01).

### Photographic evidence

Unfortunately during the course of this study no detailed images of the building were discovered. Two distant images were discovered dated from the first half of the 20<sup>th</sup> Century though their value is limited in this instance (Fig. 07 & 08).



Fig. 07 – London Road 1920



Fig. 08 – Aerial view of London Road 1930

### Listing text:

As previously stated, this site is listed and the listing text provides the following information:

LONDON ROAD 1. 5313 (West Side) Nos 11 to 14 (consec) TF 2421 1/120 19.11.74.  
II GV

2. Mid C18 houses of 3 storeys in red brick. Each has 3 windows, glazing bars, but some are modern and not hung sashes. Each pair has a parapet. Nos 13 and 14 have plain glazed fanlight over doors of 6 panels. No 12 has a projecting porch in Roman Doric with open modillion pediment and wrought iron ornamental guards to 2nd storey windows. No 11 has a 2-storey 1-window modern bay. Radiating fanlight over door of 6 panels (4 glass) with cornice hood on brackets over. Iron railings to basement.

Nos 2 to 7 (consec), 7A, 8, 9 and 11 to 29 (consec) form a group.

Listing NGR: TF2483122421

The building is therefore Grade II as part of a group with number 11-13.

### Historic Evaluation

The NPPF guidance states that the depth of the assessment should be proportionate to the specific proposal. This being the case it is noted that the proposal here relates only to the two basement windows on the east elevation. Whilst the works will require slight realignment of an internal partition, this is of modern construction and is of no value. The following text therefore focuses only on the windows and the brickwork immediately surrounding them.

In general the front elevation of the building as it exists in 2018 appears to reasonably reflect what must have originally been built in the mid-18<sup>th</sup> Century (Fig. 09). With the exception of some externally mounted cabling and an extract fan at first floor level, the brick walling appears original and the first and second floor level windows appear to be in timber, vertical sliding sash and of considerable age. It is noted that the ground floor sashes have no glazing bars and so it is suspected that the sashes may have been replaced at some stage during the building's history. Overall however it is considered that the ground and upper floors of the exterior of the building to the London Road frontage are of considerable value both architecturally and historically. Below ground level however the external wall has been altered significantly and a window has been installed that is out of place both in terms of fabrication and proportions. The opening for the window it is assumed, has been enabled via the installation of a broad lintel and the brickwork has been rebuilt above in simple,

straight soldier course format. The brickwork here has been changed to commons, though the part of the very end brick of an original voussoir can still be seen. Unfortunately the loss of the original windows is significant but perhaps of greater negative impact is the opening that has been formed and the manner in which the brickwork has been reformed around it. This has resulted in significant loss of historic material and moreover the original proportions and symmetry of the lowest section of the elevation have been destroyed. This element therefore retains no residual architectural or historic value. In general this is a very poor quality intervention that has a very negative impact upon the lowest section of the elevation.



Fig. 09 – Frontage elevation (east) – GL & above

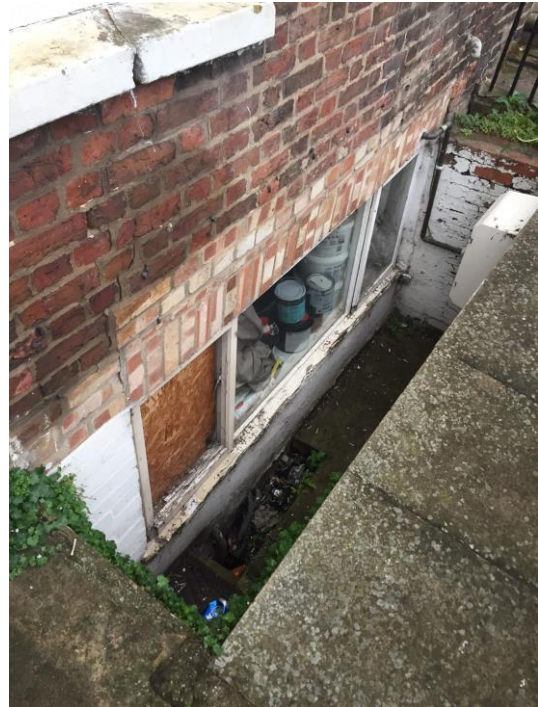


Fig. 10 – Frontage elevation (east) – Basement level.

The proposals comprise the removal of a C20 window, associated brickwork and lintel, the formation of two new openings with brick voussoir heads and the installation of two new timber windows. It is believed that this will far better reflect what would have originally existed though there is no documentary evidence available to absolutely support this. Reference to the neighbouring properties is also not helpful as they have also been changed over the years.

General statement of significance.

In general, from visual inspection the following statements are believed true:

#### Building exterior

E1. The east frontage block appears to represent the earliest development on the site and it is believed that its overall structure, massing, roofline and external door and windows at ground, first and second floor level are original or at least of considerable age.

E2. The lower section of the elevation has clearly been altered at some stage during C20 and much of the original fabric has been lost. In addition, the intervention has changed the appearance and proportioning of this part of the facade in a negative way.

### Summary – building exterior

It is concluded from the above that the majority of the value in this building both architecturally and historically is within the original structure and external fabric of the east block at ground floor level and above. This appears to have undergone no significant change other than minor building services works and possibly the replacement of sashes at ground floor level. The external elevation of the basement has however been altered significantly and what exists today is of negative impact to the front elevation. The remodelling of the lower part of the elevation will have no material impact on the upper parts of the elevation but will do much to restore proportion and symmetry.

### Building interior

I1. The alteration proposed would only impact upon an internal partition and this appears to be of C20 construction. Any works to the windows within the east elevation at basement level would therefore be of no detrimental impact.

### Assessment of proposal impact

P1. The proposals seek to remove C20 construction and reconfigure the facade to something closer to what is likely to have originally existed. This has a great benefit to the basement section of the elevation and a wider benefit by improving the appearance generally and restoring a proportional relationship between the basement elevation and the areas above.

### Summary

Overall therefore it is concluded that the proposed works would be of great benefit to the building with no loss of original fabric.

### Site Evaluation

Details of the site and general context have been recorded and analysed within the site observation and analysis above. From those findings, the following key statements are identified.

1. The removal of the C20 window and surrounding brickwork will not result in the loss of historic fabric and will indeed remove an eyesore.
2. The rebuilding of the front elevation in higher quality brickwork to match the existing, complete with voussoir heads will be highly beneficial in restoring proportion and symmetry to the facade.
3. The installation of new timber windows as indicated will be far more contextually sensitive than the window proposed for removal.
4. It is believed that the works will help, in improving the streetscene of London Road albeit in a very limited way.

## **Design Statement**

The following section demonstrates how the conceptual approach has taken account of the identified physical, social and economic context set against development plan policies for design.

### **Use**

Number 14 London Road is in residential use – no changes are planned that would impact on this.

### **Amount**

The proposal does not seek to introduce any additional floor space or building volume.

### **Layout**

The proposal makes no impact on the existing layout.

### **Scale**

The proposal seeks to reconfigure part of the elevation to more closely reflect what is likely to have existed originally. The proposed design would be a significant improvement over the existing.

### **Landscaping**

The proposals have no impact on landscaping.

### **Appearance**

The reconfiguration of the basement façade will be of great benefit visually as it will help restore proportion and symmetry.

## **Access Statement:**

No changes in access are proposed to the building. Access to the building is only available via staircase.

## **Demolition Statement**

The amount of demolition is limited only to that required to remove the C20 intervention. This is considered appropriate given the improvements proposed.

## **Flood Risk Assessment:**

Since the proposed works have no impact on accommodation levels an FRA is not considered necessary.

END