



**Station House,
Kings Road, Spalding
PE11 1QB**

CLIENT: Oliver Tookman

9th August 2021

HERITAGE ASSESSMENT

This Heritage Assessment has been prepared to measure proposals for demolishing the existing former 'station house' building. The consultancy identifies the importance of the building and assess the criteria by which it can be lost. The report assesses the potential for listing the building at a national or local level, concluding that the degree of change it has witnessed would support a case for its demolition.



ISSUE

CONTENTS:

EXECUTIVE SUMMARY

1.0	Introduction	2
2.0	Historical Context	3
2.1	External manifestation	7
2.2	Form and Significance of no 53	8
2.3	General Layout and Plan	10
2.4	Interior (to be read in conjunction with photographs in Appendix 1)	11
2.5	Assessment of Significance	11
2.6	Heritage Significance	16
3.0	Impact Assessment	17
3.1	Impact of Redevelopment/ Design rational	18
4.0	Conclusion	19
5.0	Economic Justification	19
	Appendix 1: Elevations	23
	Appendix 2: Internal survey	27

1.0 INTRODUCTION

Instruction was received from Oliver Tookman to assess the historical and architectural significance of Station House with a view to qualifying the proposals to demolish the building.

The appraisal identifies the importance of the building and assess the criteria by which it may be lost. All of the building was opened for inspection and a sample of internal photographs is included in Appendix 2. The visual inspections were supplemented by archival research using locally available sources. All floors of the building were inspected.

As a former 'railway house' building with a historical background, it is important to evaluate the potential for it to be safeguarded as a 'non-designated heritage asset'. Although it is not nationally or locally listed and is not in a Conservation Area, a Heritage Statement is required to support the principle of development with the Council. In a building of 'perceived' heritage sensitivity further understanding of the building is needed.

The assessment made of its architectural and historic value gives several reasons to lessen its importance as a typical Station House. We consider how both the interior and exterior have been demonstrably changed, making the case for listing at a national or local level void.

Section 16 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. As a building currently without any protection, the weight of its significance is zero, yet there is still a need to provide further information to show how the building does not warrant local listing or non-designated heritage asset status.

Local listing is a heritage designation made by local planning authorities, often in conjunction with a local historical or civic society. Locally listed buildings are identified in the National Planning Policy Framework as 'non-designated heritage assets'. This listing carries less weight than statutory listing but still creates pressure to minimise the harm and preserve or enhance its character. Whilst the building is not currently recorded as a non-designated heritage asset, it is useful in this assessment to refer to the principles by which a building may become listed.

It is stated that the statutory criteria¹ for listing are the special architectural or historic interest of a building. Many buildings are interesting architecturally or historically, but, in order to be listed, a building must have 'special' interest.

Although Station House was built in the mid-19th century, its age does not automatically count as a consideration in determining its Listing. As there are a large number of buildings that fall into this category, further selection criteria (In Section 2.5) need to be applied to assess its architectural and historic importance.

¹ 'Principles of Selection for Listed Buildings' published in 2007 (revised 2010) by the DCMS.

2.0 Historical Context

The settlement's name is derived from an Anglian tribe, the Spalding as, who settled in the area during the 6th century. They may have retained their administrative independence within the Kingdom of Mercia into the late 9th century, when Stamford became one of the Five Boroughs of the East Midlands under Danish control after years of invasion and occupation.

A settlement has existed at Spalding as far back as Roman times when the area was used for the production of salt and navigation of the River Welland. Navigation was improved by the construction of the Stamford Canal between Stamford and Market Deeping, which was in use by the 1660s, 100 years before the 'canal age' took hold. As a result of these navigation works Spalding developed as a market town with a lucrative trade in wool, coal and timber.

With the coming of the railways this trade was soon transferred from water to rail. Spalding gained its first rail links to Peterborough, Boston and Lincoln in 1848 when the Great Northern Railway opened their **loop line** from London to Doncaster through the town. This was superseded by the direct line via Grantham within four years, but it remained well used by traffic heading towards Louth and Grimsby over the former East Lincolnshire Railway.

The **Midland and Great Northern Joint Railway** system and the GER (March line) was set up by the beginning of the 1870s. By the end of the nineteenth century the town had become a major rail crossroads and the station had grown to reflect this, having more than doubled in size from its opening half a century earlier.

Spalding station was designed by John Taylor, opening with the loop line on 2nd October 1848; initially the station had two facing platforms. The main station buildings were on the up platform and included a booking office and the station master's house, similar in style to others on the loop line.

The station was substantially rebuilt and resignalled during the construction of the GN & GE Joint line and in its final form had five through platform faces and a bay comprising the original main line down platform and two wide island platforms with a bay set into the north end of the middle platform. A covered footbridge spanned all the platforms.

Taking the sidings into account the station had 18 tracks which required the construction of five signal boxes to control access. The goods yard was extensive with sidings on both sides of the passenger platforms. The bulk of the goods yard was to the east with a large brick goods shed behind the down main line platform and a large two storey grain warehouse to the north of the station.

The station area has developed in an organic manner and consequently has urban character engendered by a diverse group of materials and styles.

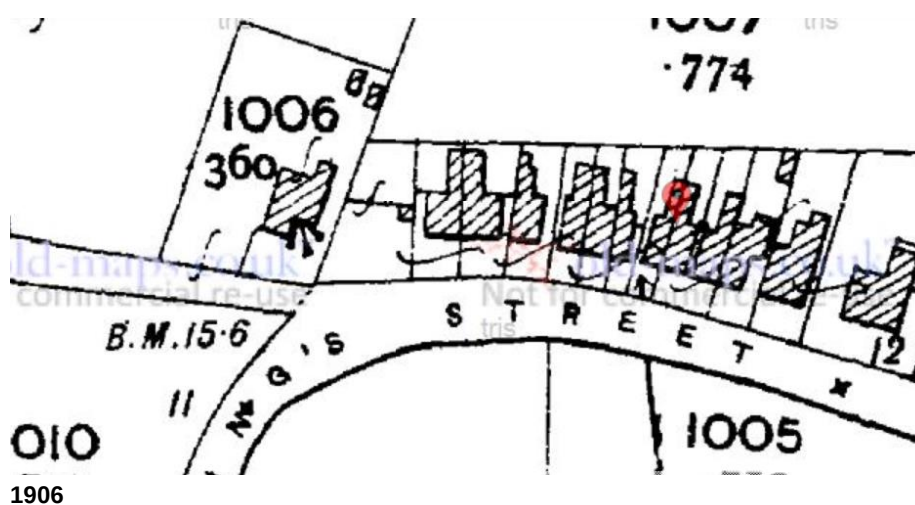
The assessment of the heritage value of the building and its wider setting includes known information on the origins and development of the building. Station House is located to the east of the listed railway station and connecting bridge and Station House forms a part of the settlement that grew up around the early railway network. Its latest use before recent purchase by the client was a British Telecom office.

To the east of Station House is a road comprising Victorian residential properties, whose occupancy in historic times would have been by people using the railway on regular basis. Kings Road comprises a coherent group of late Victorian villas that were built after Station House. The road network today is the same as it was in Victorian times, with Kings Road linking Pinchbeck Road in an east-west direction to the Railway Station.

Station House was probably built as part of the extensive expansion of Spalding Station (Grade II Listed) which took place in 1882 as part of the opening of the Great Eastern and Great Northern Joint Railway. Stepping Stone Bridge to the west was erected at the same time in order to cross the numerous lines and sidings of the station, which was then one of the largest in the region.

The house is recorded on the 1888 Town Plan of Spalding where it is named Stepping Stone Villa, and King's Road was known as Stepping Stone Lane. It was then the only building on the street and it relates to a series of other detached villas which formed the outer edge of the Town Centre.

Latimer Villas, Mercia Lodge and Elms House were three other buildings to the north of Steppingstone Villa, which may well have been occupied by market gardeners and artisans who worked in the central market place. Stepping Stone Villa was smaller than these other houses and there is the probability it was initially the home of the Inspector of Spalding Station, and later of the Station Master.





1932



Railway Station

Station House is a large example of the housing constructed by the Great Northern Railway in the late 19th century to accommodate senior railway staff and their family. Its architecture demonstrates the high standing that such staff had in society at the time and the importance of the railway to the town's development.

In the earliest plans (1888) Stepping stone Villa is shown as a L plan, with the rear wing set off centre to the front block. A single storey extension is a movement out of the rear wing in a northerly direction.

Interesting buildings in the area include the railway station and attached foot bridge (1848) for the Great Northern Railway Company. The Grange on Pinchbeck Road is a good mid C18 house of 2 storeys in local brick with stone-capped parapet. 5 windows, centre being Venetian. Other features include a good projecting porch in Roman Ionic with open modillion pediment.

The site is situated at the western end of Kings Road, outside the Spalding Conservation Area. It's 19th century character contrast with the many examples of late 19th century suburban residential development seen in Kings Road. The main character of Kings Road is of attractive well-proportioned houses.

Examples of Victorian Station Houses

The region has many examples of station houses that were connected with the growth of the railway in the second half of the 19th century. Some are listed and many are disused.

The Old Station House in Leadenham was built in 1876 for the Great Northern Railway. It is listed for its architectural interest as a good example of a well-proportioned composition with attractive ashlar dressings. The building has a chamfered plinth, quoins and pitched roofs with exposed rafter feet and plain bargeboards. The two ashlar ridge stacks and single lateral stack have rock-faced stone plinths and moulded oversailing cornices.

Despite its conversion to domestic use, it has kept its original architectural character and remains legible as a former railway station. It shows how the various functions of the railway were integrated into one building, as the central two-storey element has three bays (formerly the waiting room/ lobby) and a slightly projecting crosswing to the north (formerly the station master's house).

The station house at Moortown, Market Rasen is another example of where the original waiting room, ticket office and station master's room were all contained in the same building. The building itself is of a grand scale with a pair of gabled bays and a steep roof with huge chimney stack.

The Station House in Gosberton has a plainer brick front and is likely to have housed the Attendant as well as provide a waiting room area for travelers. Distinctive features of the front elevation are arched window heads over the sash windows.



Old Station House in Leadenham



Station House, Gosberton

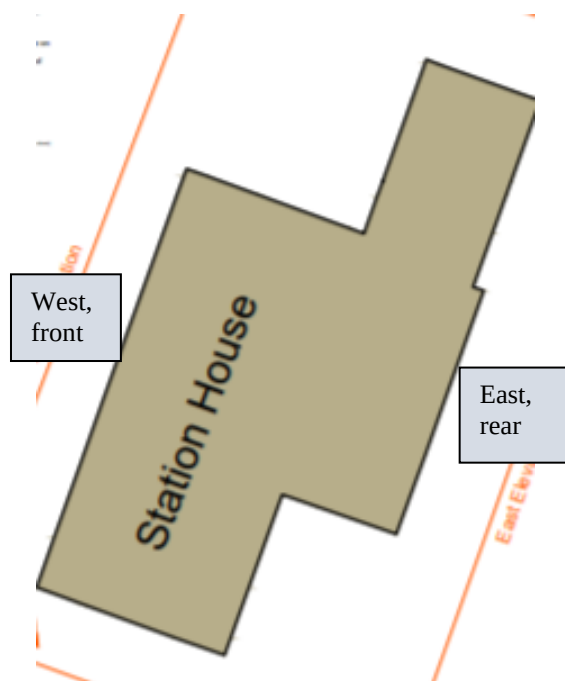


Moortown

2.1 External manifestation of Station House (Refer to elevation photographs in Appendix 1)

The building is located on the corner of Kings Road and Sandstone Gardens, where the road turns in a northerly direction and runs parallel to the railway line. The grounds on the west side of the building are the former service yard to BT and comprises an open space that is enclosed by trees on its western extent, before becoming the railway track. The east side of the building abuts Sandstone Gardens and the southern side of the building effectively faces Kings Road and is seen in northerly approaches.

This corner site is viewed from all directions, with none of these viewpoints representing the building as a single unified form. The original front elevation is a unified form which contrasts greatly with the blocks that fall to its sides and rear elevations.



Site Plan

Station House has an L-shaped plan and is built of brick with two storeys and a pitched slate roof. On its north facing side there is a single storey shed or outbuilding which alters the scale around the building.

The front (west) elevation is prominent and the double front gives it symmetry over the former station yard area. The central door is flush to the ground and a gabled canopy over the top forms a porch that is an architectural detail that is referred to in the roof top where two blind dormers are sited above the eaves. These gabled pediments are positioned off centre where they refer to the position of the ground and first floor windows.

On the ground floor there are two large three light sliding sash windows, whilst on the first floor above there is a smaller central window and a pair of two light sliding sashes. The blind dormers are noted for the decorative bargeboards and timber finials.

The west has mixed brickwork which may be a sign of Victorian creativity where different tones were interspersed in the front. The windows have stone sills and lintels.

The common architectural theme around the building is the gable ends as seen on the north and south ends of the main block and on the eastern end of the east block. The eastern rear part of the building protrudes from the north side of the main block. This creates a right-angle return on the south side. The right-angle return on the north side of the east section is defined by the drop in scale to the single storey shed attached to the side.

Whilst the west side of the building is characterised by the unity in its fenestration, the east side is vastly different. As the gabled bay to the rear has 3 different sized windows on its main wall, whilst on the return wall to the southern part of the building it has 2 different sized windows.

With regards to the brick outbuilding, the roof has been designed to reflect the pitch of the main roof., But the length of the structure does not relate to the proportions of the building it is attached to.

On the southern return to the east side the brickwork appears to be more recent than the older work to the front and there has also been some new brick in the wall that is without windows. This recent brickwork suggests that there may well have been windows here previously. On the main southeast gabled wall, two different window sizes are seen.

The windows here and on the other sides are squared or tapered and bear little relationship to the dimensions and style of the older windows seen on the western elevation.

On the Sandstone Gardens elevation (east) and the Kings Road junction (south) elevation, the windows are not of a regular size or ordered, leaving these two sides of the building looking relatively blank and featureless compared to the more ordered frontage.

According to OS maps, the building first seen in 1888 is the same as that which is there today. There have been no obvious alterations to the external features, although the internal layout and composition by the previous incumbent of BT who seized the opportunity to make internal strengthening work on the ground and first floors, including support beams, new lighting systems, shelving and new internal doors.

As part of the last latest overhaul in the 1990's, windows were replaced and two fireplaces blocked in, thus meaning the loss of any parts of the interior that may have had any significance.

2.2 Form and Significance of Station House

Station House comprises one detached building that is aligned in a north south direction with its western front facing towards the railway track. Doors are found on the western elevation and with the exception of a door to the single storey outbuilding there are no side or ancillary doors. To the rear of the building a 2 storey wing then a one storey brick outbuilding/ shed steps down to the yard at the north end.

The site was in existence by the second half of the 19th century as a Victorian station house built as a rectangular block with a return wing and attached shed. The main block is two rooms wide and one room deep with the central staircase rising in the middle to serve the north and south halves of the building. The rear eastern wing is broader and internally has two rooms contained within its width.

The upper floor was divided to accommodate family/ staff and possibly entertain visitors. The Station House was one of many that developed at this time to support the station masters that were employed to accommodate the growth of the railway infrastructure across the region and nationwide.

Late 19th century maps of the area show the immediate context to be connected with the railway. In 1904, there is a Goods Yard and Cattle Pen on the east side of the railway station to the south of Steppingstone Bridge. Undoubtedly the Station Houses proximity to the station meant it formed part of the supporting services that supported the growing railway industry in the 19th and 20th century.

Change in Context: Spalding Railway Station

Today Spalding station is very different to the building there in Victorian times. The site of the goods yard is now occupied by a busy road which now passes the front of the station. The majority of the buildings on Platform 1 are still there and still look grand. Platform two has a fence down the middle of it to separate it from its derelict side (Platform 5) which is now overgrown and inaccessible. Platform 2 has a basic open fronted waiting shelter.

The original footbridge still spans the two platforms although it is no longer covered. The skeletal framework of the bridge now devoid of decking and steps crosses the derelict track bed between Platforms 5 & 6 but the arch in the brick tower has been bricked up to prevent access. The west island platform (6 & 7) has been demolished and replaced by a new housing development.

At Station House, evidence suggests there may have been some rebuilding. The changes that occurred to the outward appearance of the building are seen in difference in the materials seen on the east and south elevation. As the red brick contrasts to the original western front and are out of character with the original building.

The degree to which the building has already been subject to change is seen through the furnishings and conditions on the ground floor, with much having been rendered in modern materials and now looking dated and old. The single storey building is a basic brick structure with no architectural interest within. In the eastern block secondary walls have been erected to subdivide the space and new door openings are a feature of later introductions that have no architectural sympathy. In the front rooms the condition of the walls is poor and there is much sign of no maintenance.

Ceiling finishes are varied, as the east bay appears to have retained its timber beams and boards, whilst the two rooms in the south bay have serious issues with movement and associated deflection in the boards on the ceilings on the ground and first floor.

Of some significance is the evidence of the staircase at the rear in the middle of the building, giving expression to the original vertical extension starting and ending at this point. It also gives an idea of previous movement patterns towards the back part of the building, The balusters and newel posts look 'historic' whilst the floor treads have been clearly strengthened to suit the more intensified uses of the first floor which happened later in the building's history.



Staircase

2.3 General Layout and Plan

Ground floor

On the inside it is possible to work out the arrangement the former Station building and how it has been utilised in the modern day. The surviving primary fabric of the building shows how the principal spaces followed the layout of a building with space in which to accommodate movement and access.

The movement in the entrance way on ground floor is characterised by the transition into one open space on the north and south sides to the front rooms of the building. From the front movement is gained from the northern room through the door to the rear (east wing) space.

The building plan has one phase of development comprising the initial brick building in a rectangular with a single storey side extension. There has been no reordering of the space and redevelopment has mainly concerned the desire to accommodate elements such as strigae, shelving and new lighting systems.

The outer facing brickwork to the rear on the east and south does look as if it has been renewed to give it the current appearance.

First Floor

The spaces on the first floor broadly reflect the original layout at these levels with two large rooms at the front and two subdivided spaces at the rear. On the first floor It is likely that access in Victorian times was similar and would have been gained through the same opening.

This stair leads into a hall way and then a corridor from which movement is taken in two directions, towards the at the northern and southern ends. The rooms on the second floor are of varying sizes and they are mainly formed of stud partition walls.

Whilst the stair way volume is contiguous with the historic line, the actual balusters and treads are later additions and have clearly been added at different times rather than at one specific point in time.

2.4 Interior (to be read in conjunction with photographs in Appendix 2)

A survey of the existing floors shows that some remodelling has taken place, with alterations altering the historic built sequence on the ground floor. The changes are the consequence of the reordering of spaces in the last 30 years, instrumental for a building to keep up with changes in the technology and commercial market.

Internal walls have been added and spaces created on a different alignment to suit business needs. The arrangement of rooms has made an imprint on the layout of the original building.

The high ceiling format associated with Victorian buildings is not in evidence and it appears that have been lowered and reformatted through the addition of later wooden beams. At the south side of the first floor, a large part of the ceiling has fallen in whilst on the ground floor below the weakness in the ceiling is seen through hanging light pendants.

There is no ceiling decoration or coving and skirting is an intermittent feature that is varied in its profile. There are no internal features which would usually be taken as giving the spaces of the building significance and seen in elements such as 'period' beams, wooden panelling on the walls and fireplaces.

2.5 Assessment of Significance

i) Architectural interest:

- The contribution of the architecture to the significance of the building***

A building first existed on this site in the mid-19th century and the present building has a simple exterior typical of this period, with formal angular vertical and horizontal dimensions in view to the front on the ground and first floors. The original building has a row of 3 windows over the first floor on the main elevation facing the former marshalling yard. It is interesting to note that the ground floor windows are larger, suggesting the higher importance given in Victorian times to the nature of the official business taking place in these rooms.

The current fabric of the original building is only seen on the front elevation and the rest of the building is of a later brick with signs of sections being rebuilt and repointing. The brickwork is of minor architectural interest, as stock brick is found throughout the area and is associated with many more buildings that form fine examples of Victorian buildings.

Any significance of the interior parts of the building have been lost to the overhauls and modifications given to the building, most recently at the end of the 20th century. The overall form and shape of the original layout is still apparent and with the exception of the sash

windows there are no features of any historic interest. The building has survived whilst great disruption has occurred to the core building.

The building's external visual quality is ameliorated by the appearance of the altered brickwork and irregular windows around the rear and sides. This is in contrast with the houses in Kings Road where there is a coherent and distinctive character typical of the 1870-80s.

Due to the series of alterations to the inside and its irregular external appearance for a Victorian Station House, the building of this application has little intrinsic architectural merit. Its external visual quality is limited to the front elevation, although the knowledge that the sides and rear of the building are architecturally weak lessens any significance that may be due. The ground floor is of little significance since the main space has undergone alterations with respects to the insertion of partition walls, ceiling beams and boxes to enclose cabling and services.

Generous floor to ceiling room heights are not an aspect of the internal layout and floorplan which are seen on the ground floor.

The window openings on the west front elevation are good examples of the correct historic size of such a feature and it is notable that the ground-floor openings are larger than the first-floor openings. This illustrates the greater importance given to the status of the ground floor in comparison with the rest of the building. Yet the presence of smaller windows on the east side and the absence of windows on the southern return brings little cohesion to the final composition.

- ***As an example of particularly high-quality architectural design, decoration and craftsmanship?***

The altered interior is a poor example of architectural design, decoration and craftsmanship for a building intended as a Station House. The later remodelling is more useful in telling the storey of how the building was first utilised and then crudely refurbished at the end of the 20th century by its last occupant.

The building contains elements of insensitive design such as the sealed window units, door cases and architraves and timber joins to the brickwork. The craftsmanship is inconsistent particularly on the staircase where the wooden details on the under-side have been crudely altered.

- ***As an example of a particular building type or displaying technical innovation?***

Although invaluable at its time, the Station House is not a good example of a building type nor does it display any technical innovation. Other Victorian structures and buildings in the area such as Stepping stone Bridge, Mercia Lodge and Spalding Town Station provide better examples. Stepping stone Bridge (1882) is a typical bridge that replaced a previous foot level crossing, protected by gates and with an adjacent crossing keeper's cottage, the latter demolished when bridge built. It has an attractive design of braces and spandrels.

Mercia Lodge on Pinchbeck Road was a house, now offices, built in c.1867. It is built in yellow brick, has a shallow Welsh slate roof with overhanging eaves and is on two storeys with a five window front. This mid-19th century residential building is a distinguished example of the type of high status house being built in Spalding at the time of the towns growth.



Mercia Lodge

- ***As an example of a building method and techniques or significant internal layout plan forms?***

The brickwork is an ordinary example of how walls were constructed, raising from the plinth to the eaves. The stone lintels are functional and durable and do not have the same quality as timber.

The surviving layout plan is an example of the basic arrangement of a simple double front building with a single room behind that merges into an extension wing to the side. The existing room sizes relate to this basic architectural form.

ii) Historic interest:

The historic context of the building

As the present building has undergone minor modifications on the interior, the architectural structure of the original building can be discerned from a simple inner plan based on the continuity of ground and first floors. As a whole it is possible to infer how the needs of the Station master and his family in Victorian times were combined within a building that may have had an office/ public area on the ground floor and with dwelling/ family areas on the first floor.

The structure of the building on the inside has seen changes to the interior and the front and side elevation gives evidence of how the earlier building looked. It therefore gives a basic understanding of the history of Station House buildings in the region.

The way in which the building has been adapted to changing requirements contributes a little to its historical interest. As a building whose parts are not intact and derived from one period in time it does not merit significance.

In social/ historical terms the building makes a limited contribution, principally as an example of a Station House building from the mid-19th century, which was designed to provide a home for the people living and working at the railway station.

As Station Houses have had to continually evolve and this building, like many others, has responded to increasing pressure in the last 50 years to enlarge, the original notion of a home to the Station Master has largely been forgotten.

Further the distance from the railway line and other changes that have happened in the immediate context (i.e. Chatterton Water Tower and new housing on the platform 6 & 7) mean that the historic context has been weakened. In addition, the loss of the grain warehouse and Goods yard next to the railway station are also a sign of the areas change.

iii) Group Value

In general, this part of Kings Road has historic frontages on the houses to the east of Station House and the only vestige of its past buildings is seen at the Railway Station. Stepping stone Bridge is located to the rear of the Goods yard at the west of Station House. The built context when looking out in an easterly direction from the bridge is of the Station House on one side and Chatterton Water Tower in the other side. In this respect the group value of Station House has already been ameliorated by the 1950's concrete and steel tower.

Additionally, Station House is not in the visual or physical context of the Railway Station. The railway station is a long linear and low structure with any scale only seen in the building at its southern end. It is built in a light brick which is more resonant with railway buildings and interesting details include arched stone window head and oversailing eaves on the main house.

Station House does not form an architectural unity with the Railway Station.

Being set in a street where little modern development has occurred, there is the potential for Station House to share a unified theme with other buildings. However, there is more unity brought about by the adjacent buildings in the immediate vicinity at Kings Road, especially no's 5 – 8. In this group, the only similarity with Station House is the regular ordering of the front elevation, with symmetrical proportions being shown.

The differences are worth noting for they reveal how Station House does not share the same characteristics as these buildings. At no 8, Ground floor window bays are decorated with cornice, ornate mullions and glazing bars, first floor windows are headed by arched brick lintels and the door is in the Classical style with pilasters and a flat headed pediment. No 9 is interesting as it is of a small scale and the gable end faces the road, giving the closest reference to the gables at Station House.

No's 5, 6 and 7 (Nithsdale Villas) is a 1900's block with elaborate ground floor window bays and pairs of narrow windows on the first floor. The canopy roofs on the former windows are of exceptional quality and is enhanced by the three dormer windows on the roof above.

There is Victorian residential development on the 4 Pinchbeck Road where there are fine villas set out along a neat tree lined avenue. Several buildings are marked out and listed or locally listed for their architectural and historic importance.

Pinchbeck Road contains a mix of housing, including the grand detached town houses such as Mercia Lodge and the Grange (II*). The Peacock Public house and no 7 Pinchbeck Road are mid-18th century buildings with the latter of a smaller scale of two storeys plus attics.

Victorian detailing is varied and of a high quality in the Villa's along Pinchbeck Road. There is much use of limestone for dressings and details on these buildings, particularly window head details.

Now, with the inappropriately sized windows on all sides and the stone lintels, Station House does little for the surrounding buildings and their high-quality facades. The Victorian building is isolated in its context and does not warrant consideration as forming 'part of' a group of old buildings that mark the character of this part of Spalding.



Station House and Chatterton Tower

iv) Fixtures

The building contains minimal fixtures or fittings to render the building of special interest. The only surviving internal features of interest are the sash windows. The staircases have been altered although their location is original.

v) Age and Rarity

The building dates from the mid-part of the 19th Century. Most buildings of this age are Listed. Age on its own is not however a sufficient basis for Listing.

Spalding contains many unlisted buildings of Local Historic Interest (LHI). Many of these buildings are commercial, but there are also residential properties as well. Buildings of local heritage merit range in date from the 18th century to the 1930's with the majority being built beyond 1840.

vi) Aesthetic merits

The interior of the building has no intrinsic architectural merit but has some external visual quality, mainly to the front.

vii) Selectivity

In Lincolnshire there are many examples of buildings of this period designed and built as railway buildings and station houses that have subsequently been made redundant due to socio/ economic conditions or have been converted to residential use. Station House is not a representative or significant example of its type.

viii) Regional Interest

The building is not an important example of a distinctive local or regional tradition, other than being part in the social history of the establishment and growth of the railway sector in Spalding.

2.6 Heritage Significance

Station House's role in playing a part in determining the relationship of the old buildings around this part of Spalding has been weakened through time. Once it was the central hub of the flourishing railway network and its associated infrastructure. Today, the activity of the railway has been reduced and it is symptomatic of the transition from steam to electric engines and the changes in commuting. 20th century development has changed the character of the area to the east of the railway line.

The later additions made by British Telecom are not sympathetic to the core building and destroy any appreciation of its former unity.

- The Victorian typology is a highly familiar format in the area, and its current form as a building with irregular window order is not relevant;
- Station House is detached from the railway station;
- There are many buildings of the same age in the area (on Kings Road for example), none of which are locally listed;
- The style of the buildings on Kings Road is of greater significance than Station House;
- The significant historic fabric is limited to the main building with its significance being denuded by the alterations made internally;
- It is an unusually large example of a railway house.

The significance of the building is weakened by the predominantly modern internal fittings and fixtures. Whilst the heritage value of the building rests solely with a few elements of the external façade, it should be noted that the single storey north side extension and very ordinary windows to the rear and side are not of any historic interest.

The interior (as distributed on all floors) is a poor example of later architectural design and craftsmanship imposed onto a full built structure intended as a Station House. As noted above, there are many better examples of station buildings from this period already in the area.

In terms of the architectural expression, the main elevation is typical of the Classical movement being utilised in the Victorian period. The symmetry given by the central block of the host building are broken by the off-centre extension to the rear on the northern side; decorative elements are limited to the bargeboards, pedimented porch and finials. Its external quality is limited to the corner site and the window settings on the ground and first floor of the west elevation.

Internally, the building is largely degraded and because of upgrades and additions made in the 1970's/ 1980's there is virtually nothing of any significance inside.

The report finds that the site does not have enough heritage significance to warrant its protection and that the conversion option would not be suited to the internal spaces of the building. In addition, there are no significant heritage features on the building whose retention would be warranted through conservation.

The much-altered existing fabric and awkward floor to ceiling heights and window positions are constraining factors for the reuse of the building. The cost of asbestos removal and renovation makes retention and renovation entirely unviable, and without this permission the building would likely sit there derelict and decaying for many years to come.

As discussed in **Section 5**, there are reasons that demolition gives a sustainable future to the building.

3.0 Impact Assessment

The degree to which the former Station House still imbues a sense of local pride due to its historic interest is weighed against its visible status as a building altered by the context of its deteriorating condition. This is weighed against the contribution made by Station House to the quality of the built environment along this stretch of road, which is currently is of an anomalous or neutral nature.

The loss of the building is supported from an architectural and aesthetic point of view, for with the exception of the ordinary front elevation there is no decorative attraction. A building of significance would need to be appreciated on all 4 sides and as this is an open site, then the contribution of the architecture to the north, east and south sides of the building is poor. This derides the significance of the front elevation and means that as a composition the building is performing badly.

The retention and conversion of the building would be costly and would still result in a building with difficult internal spaces that do not fit 21st century standards. Whereas, demolition and rebuilding can be supported on the grounds of making improved structural performance and extending the lifespan.

As there have been changes in the form of internal walls being altered, any impression of the original qualities of the space has already been eroded. Other manifestations of change include the addition of layers of decoration in the form of render and wooden paneling that has been put on the internal walls. This has denuded the quality of the character of the internal space relating to the possible evidence of former lathe and plaster in the walls.

The provision of BT office accommodation has seen the modification of internal spaces and the addition of features such as later suspended ceilings, modelling of room interiors including basic skirting. There is no original fabric in evidence and the decorative materials are a later addition which reflects the style known to have been for office spaces.

The Station House site contributes little to the urban continuity of Spalding at this point. Much of the surrounding development is of 20th century buildings (Chatterton Tower, Petrol Station) which blend quite well with the open spaces given on the east side of the railway tracks on the approach to Spalding Station from the north.

It is fitting that the loss of this building will see the replacement build relate to its context. The scheme realizes the potential to respond to the character of the former building, the street context, townscape and neighbouring buildings. It can also utilise the finer elements of design which characterise this part of .Spalding as well as utilise an open space for making an increase in scale.

The redevelopment gives the opportunity to revitalise the commercial area to the front and the former storage yard to the north.

As the site falls within the visual context of more recent uses to its sides it is important to assess the ways in which the space could be articulated and designed in such a way that brings visual and social benefits to this part of the town.

The building is not of any heritage value and as an altered building with a mix of brickwork and window sizes that bring little merit to the final composition, it does not fit well in the architectural heritage that characterizes this stretch of Kings Road.

In modern times the visible status of the Station House and its association with the mid-Victorian railway growth is limited. Indeed, this historic connection is only available to an individual with prior knowledge of the site and recourse to the history of Spalding Station in the mid-19th century.

3.1 Impact of Redevelopment and Design

In contrast to the later buildings (Chatterton Tower and Petrol station) on its south side and the open area to the east of the railway, Station House has an awkward/ neutral character. It is this aspect which creates the opportunity for actively seeking to integrate the design themes set by the Railway Station typology to create a new structure which sits more comfortably in this setting.

The building does, to a degree, tell a story about the evolution of Station houses. The fact the various owners of the building have had to make continuous alterations demonstrates a response to change and continuity of fabric from past to present. This is coupled with the trends in historic and current times where there has been a downscaling of railway and office use, with socio and demographic impacts taking their toll on the establishments which have invested in enlargement in the past.

Indeed, where a place can no longer be used for its original purpose, the relationship between design and function is eroded and its contribution to its historical values weakened.

Station House now is an example of a building where spaces have fallen out of use due to their inability to adapt to modern usages. However, the understanding of the design of the original building and its phases of development create a precedent for enabling active redevelopment of the building and the land it sits on.

4.0 CONCLUSIONS

The statement finds that, in its current form, the building is altered and undistinguished in the setting. Later alterations deride its significance and the case for preservation based on its age and fabric does not factor in the concern that the building has untenable internal spaces. It is therefore not worth retaining.

The historic value of the building is circumstantial and relates directly to the social/ commercial activity which clearly formed a key part of its supporting role in the railway activity before other buildings in the neighbourhood were redeveloped and new office use took its place.

Although the inner walls have been altered it is possible to understand the sense of how it worked from its immediate context of internal spaces. In this case archaeological investigation would not reveal anything new. As measures to prepare the building for repair and conversion would not find anything further of heritage importance, it is felt the rationale for retaining the structure is based on sentiment rather than anything of material interest.

A photographic record of the Station House can be catalogued and can be made available for public view at the local archive. This in its own right is a good source of conservation.

Its existing contribution to the streetscape is neutral and from a local point of view, it plays a less than typical part in establishing the historic narrative of the area. Its group value is no longer apparent and its relationship with the Railway station is not clearly made.

Although constructed around 1882, the selection criteria used to assess the building do not, it is believed, justify local listing. The building does not have sufficient historical or architectural interest to merit listing at a national or local level.

The current proposals are founded on the belief that a new building with a strong historic identity would sit well on the site.

5.0 ECONOMIC JUSTIFICATION

The building in its current condition is not suitable for today's living standards and fails to meet the minimum energy efficiency standards required for letting purposes. There is an overriding pressure to bring the building up to standards internally. In its current condition, it does not attract tenants or renters and it needs a complete overhaul to be suitable for today's living standards and be fit for modern standards. There would also be difficulty making the building comply with accessibility and fire standards.

Refurbishment would not be straightforward and as some of the original architectural features have already been subsumed by the intrusions of later additions, damage to the architectural composition of the host building has been done.

It is incapable of supporting the requirements of contemporary building performance as follows;

- little or no insulation, or any form of thermal regulation,
- unsafe and antiquated drainage systems,
- unsafe and antiquated heating systems,
- the complete absence of renewable energy systems, and the inability of the existing building to allow renewables to be integrated into the existing fabric.
- the failure of the buildings fabric to be sustainable, able to be economically repaired, restored, or renovated,

To meet environmental standards the following basic actions are needed:

1. **Walls.** Strip the walls back to brickwork in order to install insulated plasterboard to all external walls, as required to meet building control thermal insulation standards.

This will lead to the loss of features which are claimed to be important to its architectural quality. This is particularly true of blocked in fireplace in the ground floor front room. It should be noted that the removal of these features does not constitute development, as the building is not statutorily listed, and therefore can be undertaken at any time.

The fitting and fixing of insulated plasterboard on all external walls would lead to a build-up of wall thickness – this would detract from the former qualities of the wall. In refurbishing the building, the walls would take on an uncharacteristic bulkiness.

2. **Glazing.** As wall thickness is increased the windows and frames will need to be removed and replaced. It is also important to note that the existing windows are single glazed and would require replacement to meet thermal efficiency standards as part of any refurbishment. Therefore, any refurbishment works will involve the replacement of windows with windows which are similar to those proposed as part of the new development plans.

3. **Roof.** Roof needs to be replaced as it is failing and beyond its lifespan.

It is necessary to completely strip all existing underfelt, battening, eaves courses and ridges in clay and renew in modern high performance insulated felt roofing systems.

In converting the building, the roof can be rebuilt in a sympathetic way, with the addition of a dormer (under PD). These proposals would result in a front and rear elevation roof form similar to that of the proposed new dwelling.

4. **Detailing.** The original detailing of the interior is in need of an overhaul.

The exposed oak ceiling beams, deteriorating walls and modern doors that remain would need to be removed to make way for new internal walls. Their loss will be offset by the use of sympathetic materials in a modern day interpretation.

5. **General.** The Opening-up of floor voids to observe joist ends shows decay and the need for renewal. Drainage repairs are required and the re-organisation of all services layouts, routing, meters and removal of old plus the chasing in of all services. It is necessary to install insulation between rafters when renewing roof.

a. Analysis

Improving the energy efficiency of a building can help to lower carbon emissions and fuel bills while making a home more comfortable. The building in its current form fails to meet the required minimum energy efficiency standards. The building could not be rented in its current form and it is fair to assume that any new owner of the building would carry out a full refurbishment in order to improve the energy efficiency of the building.

The retention and refurbishment of the subject building would be costly and would still result in a building with difficult internal spaces that do not fit 21st century standards. Modern living requires better living areas at the ground floor. An uplift in space/ footprint would be a requirement of a refurbishment of this building, meaning it is likely that an extension would be needed and the loft could be converted with a rear dormer as part of any roof overhaul. Thus, the building will be practically fully rebuilt.

We contend that the property is in a poor state of repair and therefore the owner would incur significant refurbishment costs. The repair/refurbishment costs combined with the purchase price paid for the site would make it uneconomical as the costs incurred would be greater than value of the house.

There would also be those unforeseen items to consider, that arise during works, as they are uncovered. For example, a disruptive and expensive example would be the condition of the timber floor joists due to water ingress that has been ongoing through chimney junctions and floor vents.

Once the roof and windows have been replaced, as well as any extensions or external works required to improve the building, the result will be a compromised and altered building with remnants of value. Nothing internally will be retained apart from the brickwork and fireplaces.

Whereas the design of the new will respect the buildings in the wider context. It will use the same style of glazing and roof tiles as there is in the existing, with the added difference that the materials are modern and have sustainable qualities.

If the existing is retained and overhauled in the way which makes it habitable, it will end up looking similar to the proposed, although on a lesser scale. When balanced against the cost required to repair the building, such an approach becomes uneconomical.

b. Summary

it is uneconomical to repair the property in its current condition and it is more economical to demolish the property and rebuild it.

Station House is of significantly poorer quality and condition than adjoining premises, and relatively small in terms of accommodation. In this case, we consider that the restoration of the original property would not only be expensive, but it would also still require considerable demolition and replacement of many of the original features that make it important.

The brickwork would be compromised, the roof rebuilt and the windows replaced.

This would likely result in further damage to any retained parts (such as the blind dormers and finials), regardless of the extent of care of a contractor.

The works necessary to make the building sustainable and comply with environmental standards would damage the elements of the internal space. It is more realistic to recognise that elements which add to the character of the building such as the windows and roof can be sympathetically designed into the new building.

The merits of a new building which has historic quality and a sustainable identity outweigh the protection of a building whose performance in the 21st century is far below par and whose renovation costs would exceed the market value.

The proposed new building will continue the sense of individuality which Station House currently has and along with other buildings of Kings Road, it will continue to make a positive contribution to the character of the area around the railway station.

I. NPPF Assessments

In respects to Paragraph 192/193 of the NPPF and the weight given to the heritage significance, the proposed has recognised the integrity and value of the historic context.

The proposals consider that the degree of importance to Station House is such that it should not merit an obstacle to a well-considered design that responds well to the context. Qualities which give Kings Road historic and architectural credence in relation to the Railway station and its architecture are referred to in the new design.

This will allow the historic integrity of the buildings and the street to be incorporated into the proposals as part of the conservation process. In keeping with Para 190 (NPPF), a proposal of this quality will have a positive contribution to the character and local distinctiveness of the historic environment.

Less than substantial harm would result from the proposals which affect the locally listed heritage asset. In line with NPPF 203 the balancing line for the loss of this building is that a structure which is not fit for modern day use will be replaced with a well-considered building.

In line with NPPF (192, 193) the report assesses the heritage significance of the site, in particular, the surrounding buildings and heritage assets and the contribution of the setting of the buildings themselves. The land at Station House undeniably forms a part of the setting which contributes to the historic significance of the development of Spalding railway station. Therefore, a building which recognises the distinctive character of this area and the prevailing architecture should be a suitable addition.

II. Conclusion

The form, style and appearance have been sympathetically designed to respond to local context. For a house to be fit for modern day standards, the degree of rebuilding would essentially strip away the elements which are considered significant. So, to have a scheme for a new building which refers to the architectural theme of the subject building will deliver an outcome which has greater benefits than retaining the old building, in what would effectively become a 'Museum' piece.

The harm caused to by removing a building, is balanced against the benefit of creating a new building that relies heavily on local context for its design.

APPENDIX 1: ELEVATIONS

WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH EAST



SOUTH ELEVATION



APPENDIX 2: INTERNAL SURVEY

GROUND FLOOR



4 & 6 – 1ST FLOOR



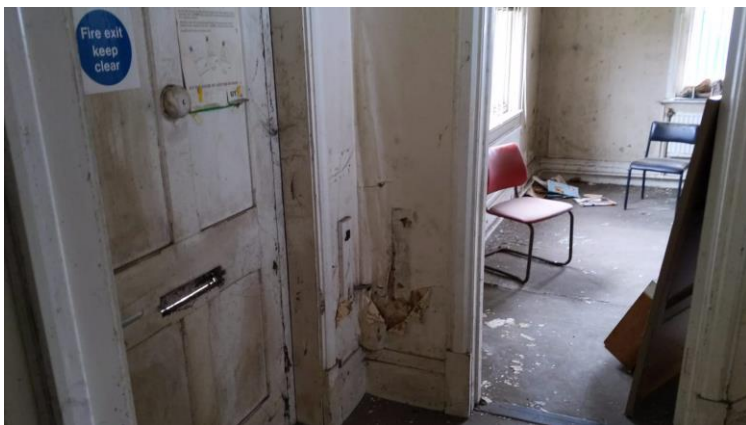
1



1



2



3



4



5



6