

OUTBUILDING TO REAR OF NO. 68, BRIDGE ROAD, SUTTON BRIDGE, LINCOLNSHIRE

HISTORIC BUILDING SURVEY

NGR: TF 47961 21271
PCAS job no. 2834
Site code: BRSB 23
Planning ref. H18-0729-23
Archive acc. no.: LCNCC: 2023.172

Report prepared for G. R. Merchant Ltd.

by

S. A. Savage

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PCAS Archaeology Ltd.
47, Manor Road
Saxilby
Lincoln
LN1 2HX
Tel. (01522) 703 800
Fax (01522) 703 656
e-mail: info@pcas-archaeology.co.uk

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Summary

- PCAS Archaeology Ltd. was commissioned by G R Merchant Ltd to undertake a scheme of building recording to be carried out prior to determination to inform the decision process for planning permission for a conversion to residential use of a former Coach House, rear of 68, Bridge Road, Sutton Bridge in the South Holland district of Lincolnshire.
- The outbuilding was a coach house and stable, one of three which backed onto Wharf Street at the rear of a terrace of three imposing residences at 64-68 Bridge Road. It was the coach house of number 68, the western of the three properties, now listed as a group Grade II.
- While it has not been possible to directly date these buildings, they were built by Guy's Hospital Estate who owned all of Sutton Marsh as part of the initial development of the settlement. These properties are unique in Sutton Bridge and represent a scale and prestige which would not have been out of place in London. It seems likely that they were built for well-placed individuals in the settlement, perhaps their own agents or estate managers. That they had individual coach houses is an indication of their prestige alone.
- Whilst the building has lost many of its primary fixtures and fittings, it retains its original layout and quality of construction – albeit with some alteration – allowing it to be considered as a good example of a its type which retains some well-preserved elements, such as its largely original south elevation, flagstone stable floors and aspects of interior decoration.
- This building survey has recorded and provided an archive of the coach house/stable to preserve it by record prior to its redevelopment and the consequent loss of historic evidence contained in its fabric.

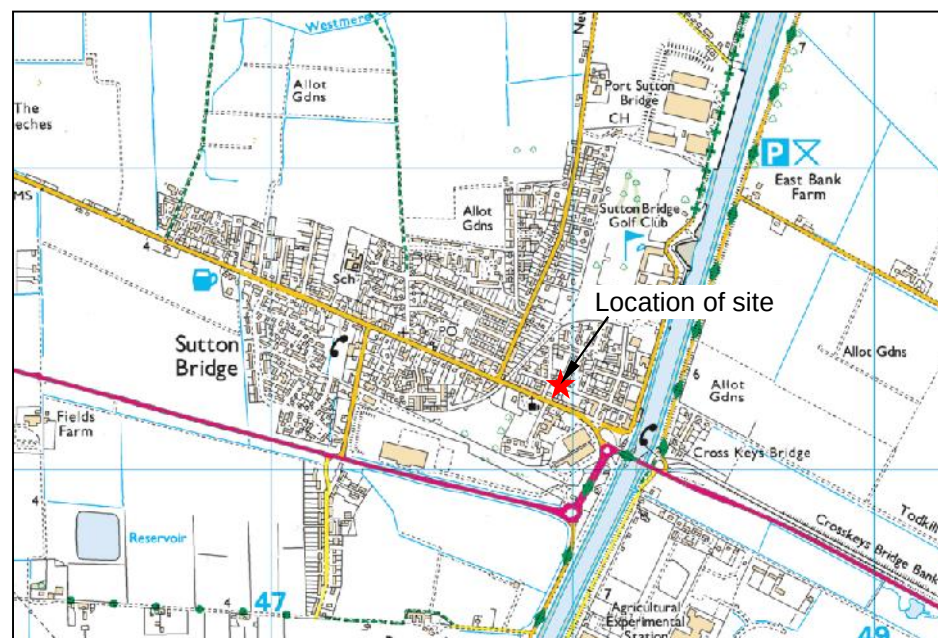


Figure 1: Location plan of the site (marked in red) at scale 1:25,000. OS mapping © Crown copyright. All rights reserved. PCAS

1.0 Introduction

Planning permission and Listed Building Consent is sought for *Conversion of Coach House to Annexe in association with Host Dwelling rear of 68, Bridge Road* from South Holland District Council (submitted August 2023) at 68 Bridge Road, Sutton Bridge, Spalding PE12 9UA (planning application H18-0729-23); The Lincolnshire County Council Historic Places Team who advise South Holland District Council (SHDC) has recommended that a level 2/3 Historic Building record be carried out prior to determination to inform the decision process in order to avoid a pre-commencement condition. The site is centred on NGR TF 47961 21271.

PCAS Archaeology Ltd. was commissioned by G R Merchant Ltd to undertake a scheme of Historic Building recording to be carried out prior to any conversion being undertaken. This approach complies with the requirements of the *National Planning Policy Framework* (replacing PPS 5), which makes it incumbent upon local planning authorities to 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible' (NPPF, s141). It also complies with guidelines set out in *Recording Historic Buildings, A Descriptive Specification* (3rd Edition), RCHME (1996); *Standard and Guidance for Archaeological Investigation and Recording of Standing Buildings or Structures*, CIFA (2023), and a specification prepared by this company.

Copies of this report will be deposited with the client, the Lincolnshire Historic Environment Record and South Holland District Council. Reports will also be deposited at Lincoln Museum, Lincoln, along with an ordered project archive for long-term storage and curation.

2.0 Site Location and Description (figs. 1 and 2)

The settlement of Sutton Bridge is in the South Holland district of Lincolnshire: Sutton Bridge is the southeasternmost civil parish in Lincolnshire. It is situated approximately 23km to the east of Spalding and 15km west of Kings Lynn. The village lies on the west bank of the River Nene at the point where the A17 crosses the river. The proposed development site is located near the centre of the settlement, at the rear of a terrace of Listed early 19th-century properties which front onto the north side of Bridge Road at the central National Grid Reference of TF 47961 21271.

The former coach house which is the subject of this application is of two storeys, constructed of brick with a hipped roof of corrugated metal sheets. It is currently in use as a domestic garage/workshop and store. The buildings appear on the first edition OS maps of the later 19th century, and the early 19th-century date indicated in the Listing description would suggest that they are part of the earliest phase of development within Sutton Bridge which, prior to the realignment of the River Nene channel and construction of the first bridge in 1830, was little more than a scatter of farms and cottages (HER ref MLI20489).

Such buildings as this, whose original purpose have now largely disappeared, represent an often-overlooked element of Lincolnshire townscapes and social history as well as contributing a sense of place and character. As the development will destroy aspects of the original fabric of the building important to the understanding of its use and development, a scheme of building recording has been recommended, to ensure that such information is not lost.

3.0 Planning Background

New uses for domestic ancillary buildings frequently alter their original fabric and character and it is considered beneficial to create a record of the structure before alteration or demolition. A programme of building recording in advance of any redevelopment has therefore been recommended, on the advice of the LCC Historic Places Team.

The building was originally a coach house, forming the western part of a row of similar buildings fronting on to Wharf Street but associated with a terrace of Listed properties (nos. 64, 66 and 68) on Bridge Street (HER ref MLI94588). The terrace is listed as a group and the Listing description reads 'SUTTON BRIDGE BRIDGE ROAD TF 42 SE (north side) 5/79 Nos. 64, 66 and 68 (formerly listed as 30.6.66 No.44, 46 and 48) G.V. II. Terrace of 3 houses. Early C19. Red brick. Slate roof. 2 ridge stacks. Slate coped gables. Paired bracketed eaves. Double depth plan. Two and a half storeys, 9 bays. Doorway with panelled door, glazing bar fanlight, panelled reveal and pilastered doorcase with dossierets supporting an open pediment, to the left are 4 glazing bar sashes, a doorway with similar door and doorcase, 2 similar sashes and on the far left a doorway with similar door and doorcase. Above is a single blind window opening, to the left are 4 glazing bar sashes, a single similar blind opening, 2 similar glazing bar sashes and on the far left a single similar blind opening. The windows and openings on the top floor follow the same pattern but are smaller. All sashes and blind openings with cambered arched flush wedge lintels. Listing NGR: TF4795121229



Figure 2: As-existing location plan of the site at scale 1:1250. The current application area is outlined in red. Plan supplied by developer.

4.0 Historical Background

In the post-medieval period, all salt-marsh was the property of the Crown, but from the reign of James VI, areas of common marsh could be bought outright by the inhabitants of certain villages or could be offered to outsiders at annual rents. King Charles I leased the Sutton Marsh – all the land in Long Sutton parish between the Old Sea Bank and the sea – to the Duke of Lennox, and reclamation work began. The land passed through several short-term lessees, until in 1746 Nathaniel Neal and the Corporation of Guy's Hospital bought the rights to the Sutton Marsh for £37,000, using part of the immense estate of Thomas Guy, who had died in 1724 leaving much of his fortune to the hospital he had founded. Guy's Hospital Estate began to develop the area for agriculture (Markillie, 1994; Wright, 1980).

Before 1830, travellers between Lincolnshire and Norfolk who wanted to avoid a long detour through Wisbech had to ford the River Nene at Sutton: the turnpike road from Spalding passed through Long Sutton and crossed the Sutton Common and the marsh to Sutton Wash. The estuary was only passable at low tide: its channels were constantly changing, and the crossing, a distance of 1½ miles, was dangerous even with a professional guide. Accidents were common throughout the history of the crossing: it was in making this journey that King John is reputed to have lost his baggage train, and the 19th-century engineer John Rennie, who was involved with the bridging project, was nearly drowned here when his carriage was overtaken by the tide (*ibid.*).

Parliamentary authority for the formation of a company to construct an embankment from Wash House, on the Lincolnshire side of the estuary, to the Norfolk side, to divert and bridge the Nene and to reclaim land behind the new embankment was conferred in 1826 and 1827. The plans were designed by the engineers John Rennie and Thomas Telford. The first bridge, the Cross Keys Bridge, was completed before the waters of the River Nene were turned into the new outfall, and was finished in April 1830. It was built of oak and had a moveable cast-iron centre of 52' span and a toll-house (Markillie, 1994). The bridge was replaced in 1850 by the second Cross Keys Bridge, located approximately 100' to the south, and used to carry both road and railway traffic, which appears on the 1st edition Ordnance Survey map (fig. 0); this in turn was replaced in the 1890s by a road and rail swing bridge worked by hydraulic power, whose second carriageway was converted for road use after the closure of the railway line in 1959 (HER refs. MLI20479, MLI20488).

Once the Nene channel had been deepened, the trade both to the port of Wisbech and the wharves beside Sutton Bridge increased, and continuing land reclamation brought a greater acreage under the plough: the Guy's Hospital Estate gained land. The hospital estate's steward began to make improvements to its drainage and roads, connecting the outlying farms to the village, building new streets to the north of the turnpike road, and constructing warehouses near the riverbank. Inns profited from the increase in trade, which in turn encouraged shopkeepers and other tradesmen to settle along the Bridge Road. While the new settlement of Sutton Bridge was considered to be a suburb of Long Sutton, and was within the remit of Long Sutton's local administrative officers, the community was dependent on the governors of the Guy's Hospital Estate for all developments such as roads and housing. As traffic across the Nene estuary increased, new streets – Wharf Street and Lime Street – were laid out to the north of the Bridge Hotel; the name Lime Street refers to the local industry of lime-burning. Many houses were built by the Hospital governors along the north side of Bridge Road; after 1852, houses were also built in Customs House Street and shops in the High Street, with a National School for boys in Wharf Street and one for girls in Church Street. The parish church, St. Matthew's, with an associated vicarage, was built by the Hospital governors in 1841-2: it is a flint building with a square tower, a style more typical of Norfolk than of Lincolnshire. Sutton Bridge became an ecclesiastical parish in 1843. The greatest period of activity for waterborne trade was between 1831 and 1856: as local towns became connected by railways, fewer farmers moved their produce by river. During the 1850s and 1860s, three railway lines incorporated branches to Sutton Bridge, and two railway stations were opened (Markillie, 1994; Wright, 1980). The new streets, largely laid out in a grid pattern across the recently reclaimed land, and new buildings and industries are shown on the 1st edition Ordnance Survey mapping produced in the late 1880s (fig. 3).



Figure 3: Extracts from the 1887 1st edition 6 inches to the mile scale Ordnance Survey map (below) and the 1889 1st edition 1:2500 scale Ordnance Survey map (above) – neither extract reproduced to scale. The 1:2500 scale map shows most buildings in carmine; minor ancillary buildings are shaded grey, while glasshouses are shaded blue and cross-hatched.

As Sutton Bridge was a new settlement built on land reclaimed by a single private owner, with no need for an Act of Parliament to authorise its enclosure, there is no enclosure or tithe award plan. The estate records of the Guy's Hospital Estate have been deposited with the Lincolnshire Archives, but have yet to be catalogued, and most are not yet available for public consultation. An estate map from 1870 shows the blocks of newly-built houses, typically built fronting directly on to the new streets with long, narrow yards or gardens to the rear. The block of three buildings that includes the present no. 68 is shown: these plots are unusual in having very irregular shapes, increasing in width to the rear (fig. 4). The individual buildings are shown in greater detail on the 1st edition 1:2500 scale Ordnance Survey map (fig. 3), the block of buildings including no. 68 appears uniform at the front, but breaks up into a medley of extensions and varying garden layouts to the rear. The structures to the rear of no. 68 include a glasshouse, indicating that this was a prestige dwelling; the row of buildings at the rear of the plot, adjoining Wharf Road, is shown as divided at the boundary of no. 68 and its neighbour, with the outbuilding to the rear of no. 68 being separate from the rest of the row.

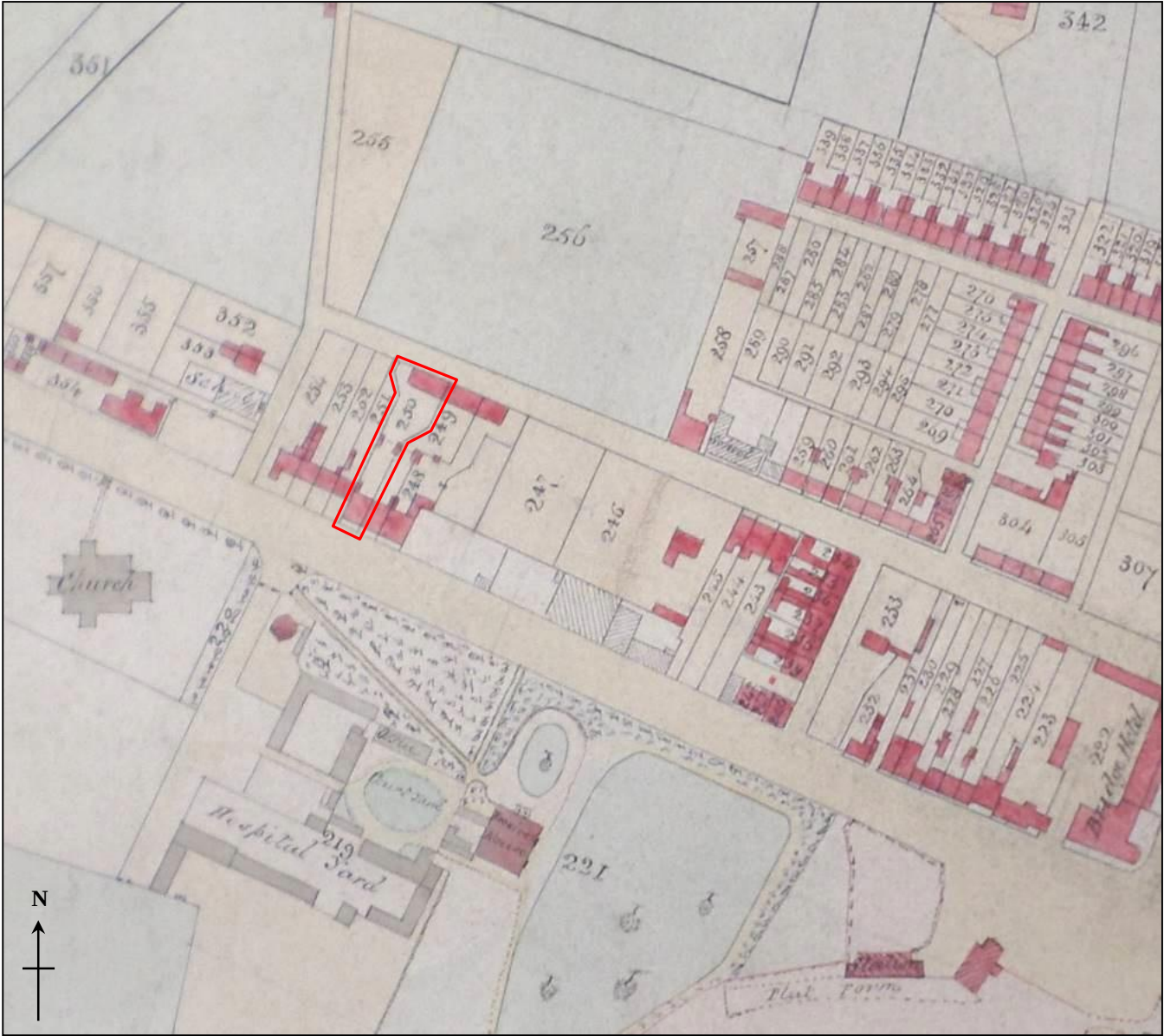


Figure 4: Photographic extract from an 1870 plan of the Guy's Hospital estate in Sutton Bridge, not reproduced to scale (original scale 6 chains to the inch). The mapping conventions are derived from, but not entirely compliant with, those usual for later post-medieval manuscript maps, showing residential buildings in carmine and public buildings in grey; as the map has no key, the significance of the yellow and green shading of areas of land is unknown. The house plot of the present no. 68 is outlined in red.

The 1910 Land Tax assessment map records the current no. 68 as plot 1518, owned by Guy's Hospital and occupied by John Walton; the accompanying map, using the 1904 2nd edition 1:2500 scale Ordnance Survey map as a base plan, shows the layout of the main buildings within the plot as unchanged from the 1st edition mapping, although a number of the smaller garden buildings, including the glasshouse, have been removed (fig. 5). Although private residences are not as easy to trace through county directories as farms and commercial properties are, John Walton is listed as a private resident in Sutton Bridge in the 1913 edition of Kelly's Directory (p. 584): the address given is no. 48, Bridge Road, but the List Entry for this building notes that the street was renumbered in the mid-20th century and this block of houses was previously numbered 44, 46 and 48. No other reference could be found to John Walton in earlier or later editions.

In 1919, the Hospital estate was purchased by the Ministry of Agriculture and Fisheries, for an annual rent charge of £18,734. The Ministry later sold off their property in the village, but at the time of the compilation of a report in 1980, still owned the agricultural estate (Wright, 1980). Following the List Entry's indication that the no. 48, Bridge Road listed in county directories of the period can be identified as the building now numbered 68, changes of occupant may be associated with changes of ownership, either as the eviction and replacement of a sitting tenant or as the purchase of the property by its occupant. The Kelly's Directory for 1922 records Miss Ingram as the occupant of no. 48 (p. 586), while directories from 1930 up to the final edition of 1937 give it as the residence of Charles Barnes (Kelly, 1930, p. 574; 1933, p. 556; 1937, p. 569). 1:2500 scale Ordnance Survey mapping from 1931 shows the same general layout of buildings on the three plots as the earlier OS maps do, although the number of small garden structures has again been reduced (fig. 6).



Figure 5: Photographic extract from the 1910 Land Tax valuation map, with inset extract from the 1904 2nd edition 1:2500 scale Ordnance Survey map used as a base plan for the Land Tax valuation (neither extract reproduced to scale). The plot of the current no. 68 is ringed in red on both extracts.

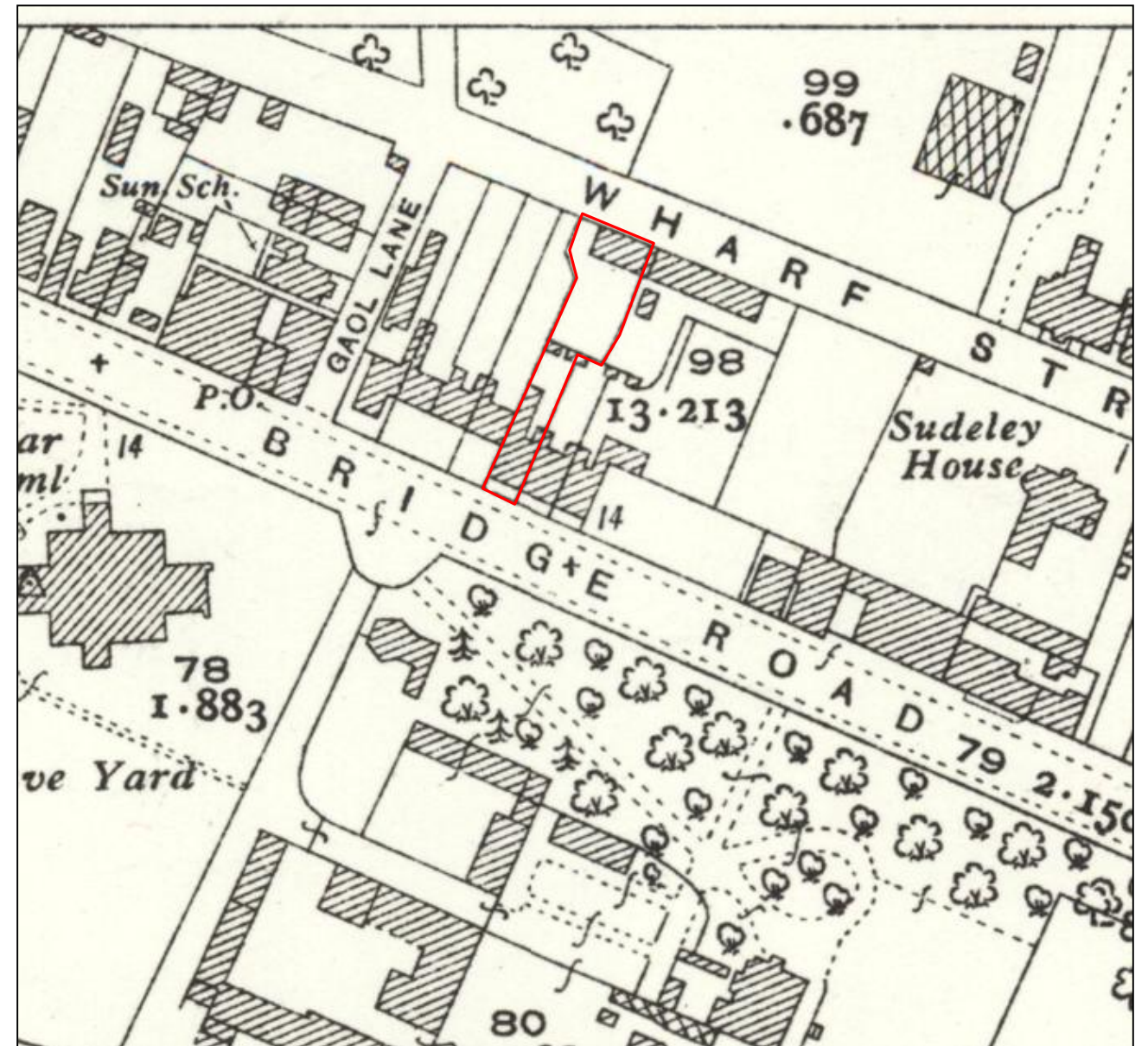


Figure 6: Extract from the 1931 1:2500 scale Ordnance Survey map (not reproduced to scale). The plot of the current no. 68 is outlined in red.

Mid-20th-century 6-inch mapping shows new streets being laid out to the north of Wharf Street: while the scale is too small for fine detail, the three buildings including the current no. 68 appear to be generally unchanged (fig.7).

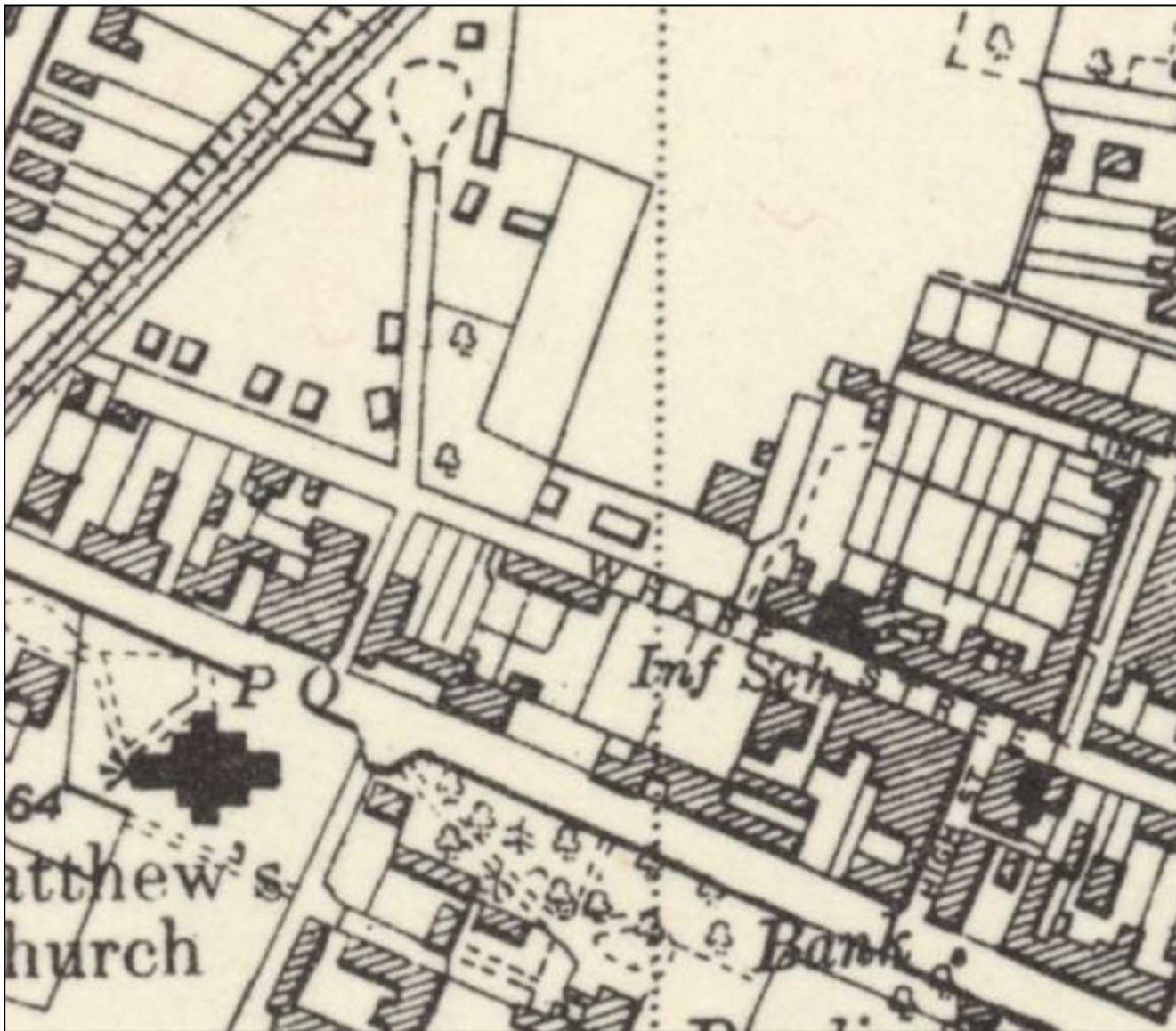


Figure 7: Enlarged extract from the 6" to the mile scale Provisional Edition Ordnance Survey map published in 1953 (not reproduced to scale). Public buildings are shown in black, while other buildings that were extant at the time that the previous edition was surveyed are hatched and new buildings are uncoloured.

5.0 Methodology

The photographic survey was undertaken by S. A. Savage on 14th November 2023. Photography was undertaken in 35mm digital SLR colour photography (using a 10.4 Mpixel format). Photography was undertaken of the outbuilding to create a primary archive and included general shots of the site and detailed photography of room arrangement; main elevations and constructional details such as window openings, and fixtures and fittings, such as doors and window fenestration. Weather conditions were overcast and low light levels necessitated the use of flash in all interior situations and included some fill-in flash to penetrate the shadows in the exterior shots. The photographs were further supplemented by Room-based record sheets and Brickwork recording sheets.

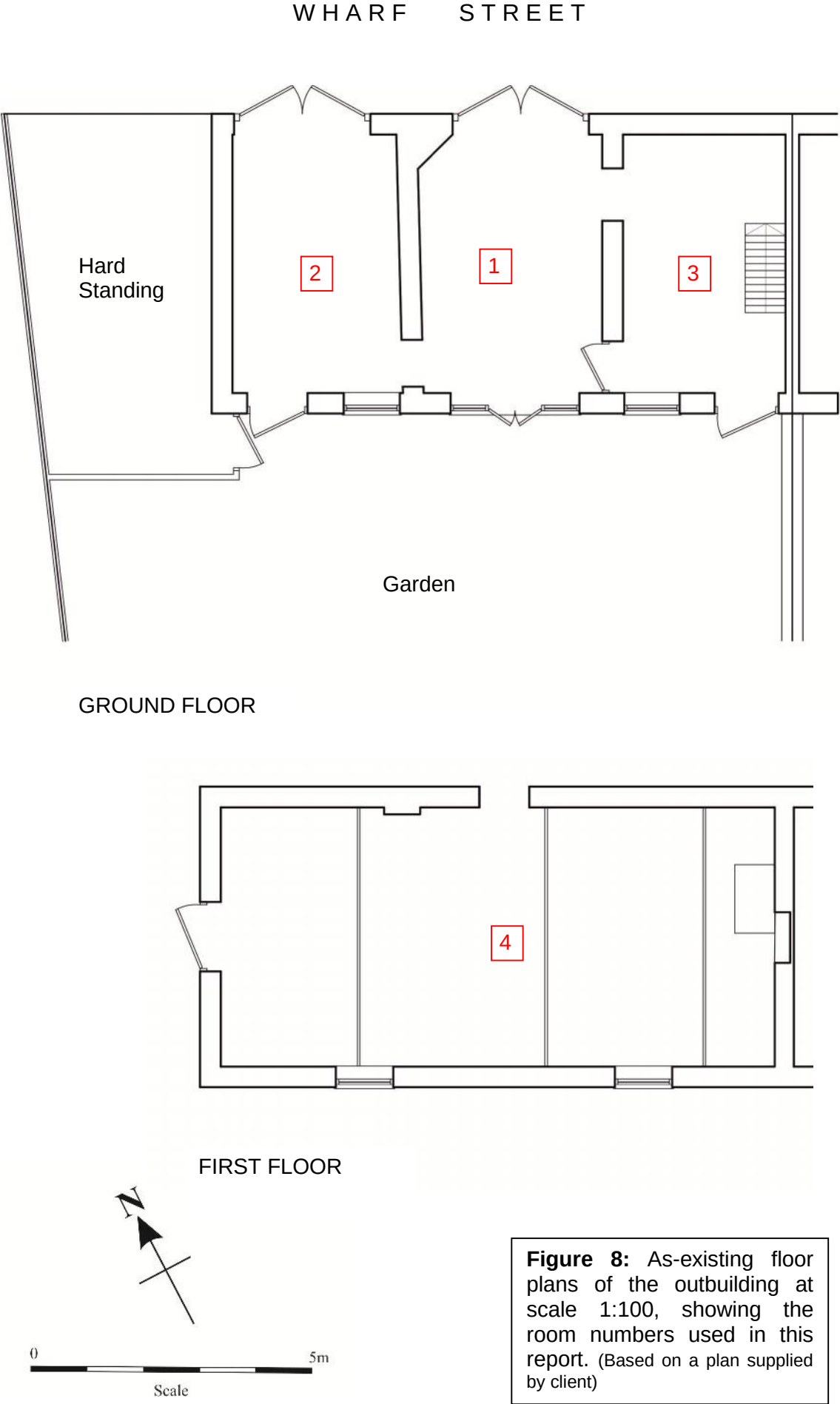


Figure 8: As-existing floor plans of the outbuilding at scale 1:100, showing the room numbers used in this report. (Based on a plan supplied by client)

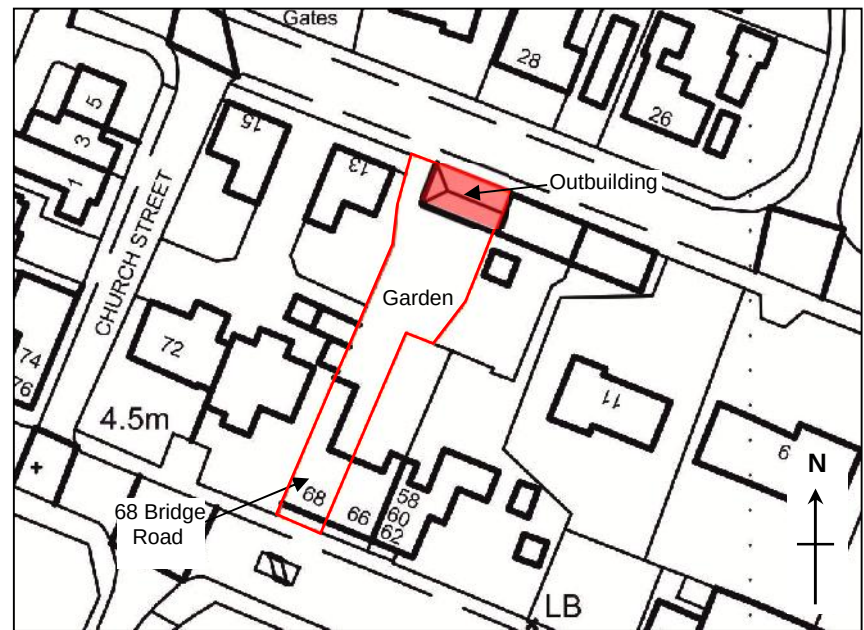
6.0 Primary Photographic Fabric Record

The results of the photographic survey are presented thematically here, but because of considerations of light (direction of sun, etc) and access the archive photographs do not follow the same sequence. Plans showing the location and direction of the photographs used in this report can be found in Appendix 1. The outbuildings are oriented ESE-WNW: this axis is largely considered east-west in this document for simplicity of description.

General Site Arrangement

The building which is the subject of the proposed redevelopment represents the western of a contiguous row of three historic outbuildings associated with houses fronting onto Bridge Road. These were situated at the rear of the properties, backing onto Wharf Lane and separated from the houses by large gardens/courtyards. While originally constructed as a single block, these ancillary buildings, like the houses to which they belong, are now in separate ownership and are included here only in terms of context.

The former coach house which is the subject of this application is of two storeys, constructed of brick with a hipped roof of corrugated metal sheets. It is currently in use as a domestic garage/workshop and store.



Site layout plan. Not to Scale.
Based on a plan supplied by client.



Setting

Wharf Street

The outbuilding group is situated directly on the property boundary to the south side of Wharf Street. These are clearly the oldest buildings in the vicinity, with mid-20th-century bungalows opposite and more recent development to east and west.

The building which is under investigation is the western of three similar structures, each of which has had ground floor openings inserted into the Wharf Street frontage.



Aspect

The outbuilding faces into what was probably a courtyard (now garden), partially separated by a former outhouse from the paved area at the rear of 68 Bridge Road.

The western boundary of the property is a 6ft modern timber panel fence.



Rear of 68 Bridge Road

The rear of the house appears to have been extended twice to the north; first in 3" brick, later in modern red commons. All brickwork to west & north is carried out in English Bond (alternating courses of headers and stretchers).



Neighbouring Buildings

No 68, Bridge Road is the western of a terrace of three prestigious residential properties, with a formal south façade to Bridge Road. The terrace is constructed of dark red/orange brick (brick size: 9" x 4½" x 2½-2⅞"; 3 courses = 9½") with 3½" sandstone sills. The south side is in Flemish bond (alternating headers and stretchers in each course),

The group is clearly of a larger scale than the surrounding properties, although the immediate neighbours to the west have been replaced with more recent bungalows. The scar of the former neighbouring terrace can still be made out on the west wall of no.68.

This is a fine example of early/mid-19th century residential property and would not have looked out of place in London – however, its situation in Sutton Bridge makes it even more imposing. The church is situated to the southwest, while Bridge Road becomes more commercial to the west (these buildings also appear later 19th century).

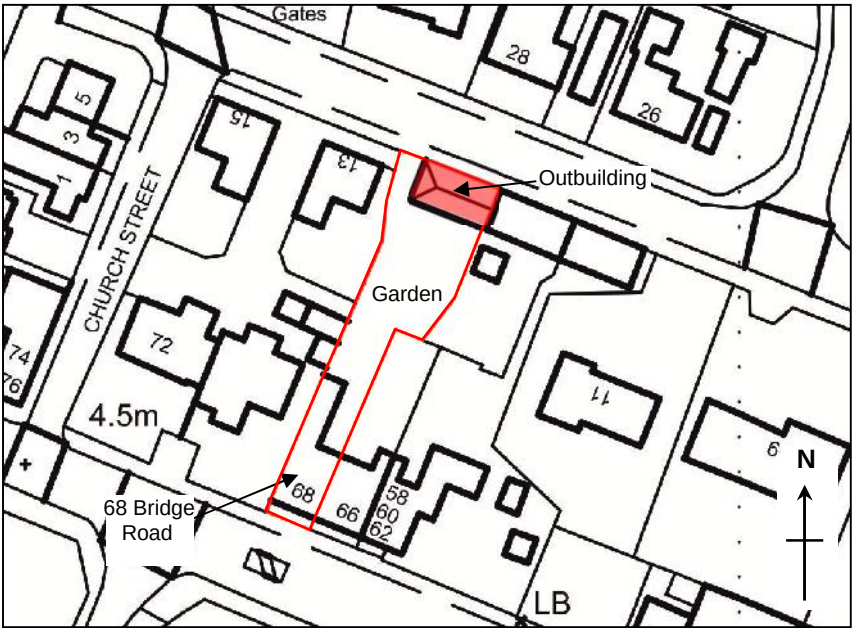


Outbuilding

The coach house/stable range is constructed of a red/orange brick including some overfired brick (brick size: 9¼-9¾" x 4½" x 2⅝"; 3 courses = 10") set in a gritty lime mortar. Walls are 14" in thickness throughout.

The brick bond is a 3-course English Garden Wall bond (three courses of stretchers to each course of headers) at the rear and side, but not entirely consistent, with some patches of English bond. The south side is Flemish bond.

The roof coverings throughout the group have been renewed with corrugated asbestos/cement sheets to the north pitch and various corrugated sheets to the other sides.



North Side (West Part)

It is clear that the two double doors at ground floor level here are more recently inserted. It is likely that there were originally no ground floor openings in this side.

The north doors are modern framed (85mm) 135mm matchboard, set below a shared heavy timber lintel.

The first floor window has an edge-set header lintel, but has lost its stone sill.



West Gable

The west wall has only a large first-floor loading door opening, set immediately below the wall plate. This opening would have allowed hay to be loaded into the first-floor hayloft from a cart or wagon.

The southwest corner of the building is chamfered with an axed brick run-out head – such corners are often employed where animals would have passed.



South Side

The south side of the outbuilding presented a symmetrical 3-bay appearance. While built of the same brick as the north and west sides, here the brickwork is Flemish bond – designed to be seen from the house.

The south side of the outbuilding group is all similar, with conventional door and window openings flanking a large central arch – like the north side, this symmetry differs in the central section, with a passage providing pedestrian access to Wharf St to the immediate east of the property under study, below a taller, segmental arch.



Western bay

This bay has a door and window at ground floor level and a window above. All have cambered rubbed brick lintels; the windows have 3" limestone sills.

The ground floor window has a Yorkshire horizontal sliding sash, while the first-floor window has a replacement UPVC unit.

The door here is original - It is hung on heavy 2¼" strap hinges which have a 3½" bend in a 5" x 3" frame. A heavy iron hook is suspended from an iron staple between the door and the ground floor window – possibly used to suspend a lantern.



Central bay
The central bay contains only a large opening with a segmental rubbed brick lintel. This carriage arch dominates the appearance of this side of the building.



Eastern bay
The eastern bay is a symmetrical reflection of that to the west. The door has been replaced, but the original hinges have been re-used – this is a stable-type door.

The boundary wall separating this property from its eastern neighbour is clearly later. It is built of red and dark red brick (brick size: 9" x 4¼" x 3"; 3 courses = 10½") in Flemish bond with brick pyramidal coping and a chamfered detail to its pilasters.

The passage affording access to Wharf Street for no.66 Bridge Street is situated to the immediate east of the boundary wall.

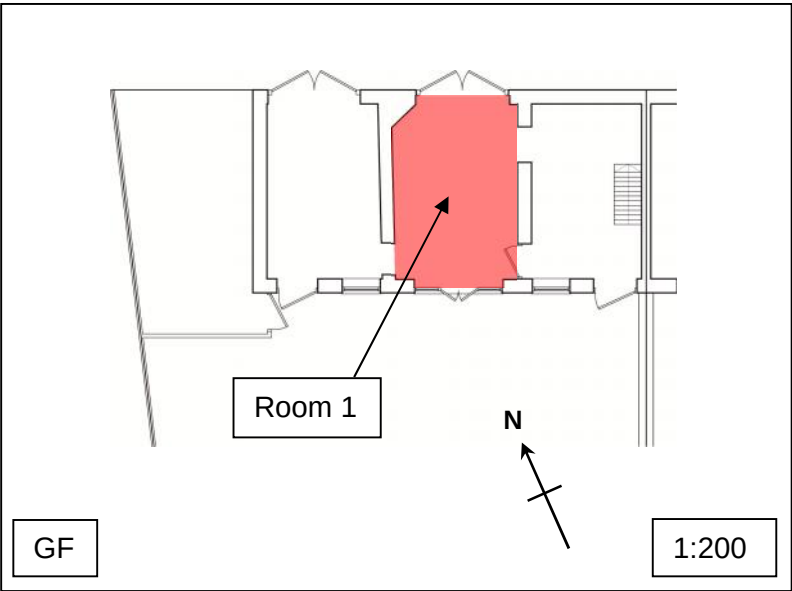


Interior

Room 1 – Coach house

This room occupies the central bay of the ground floor of the outbuilding.

It has a plaster/lath ceiling. The doors at the north side are modern inserts below a common heavy timber lintel shared with Room 2 and has chamfered cemented jambs; the 4" square timber frame is also modern. The floor is poured concrete.



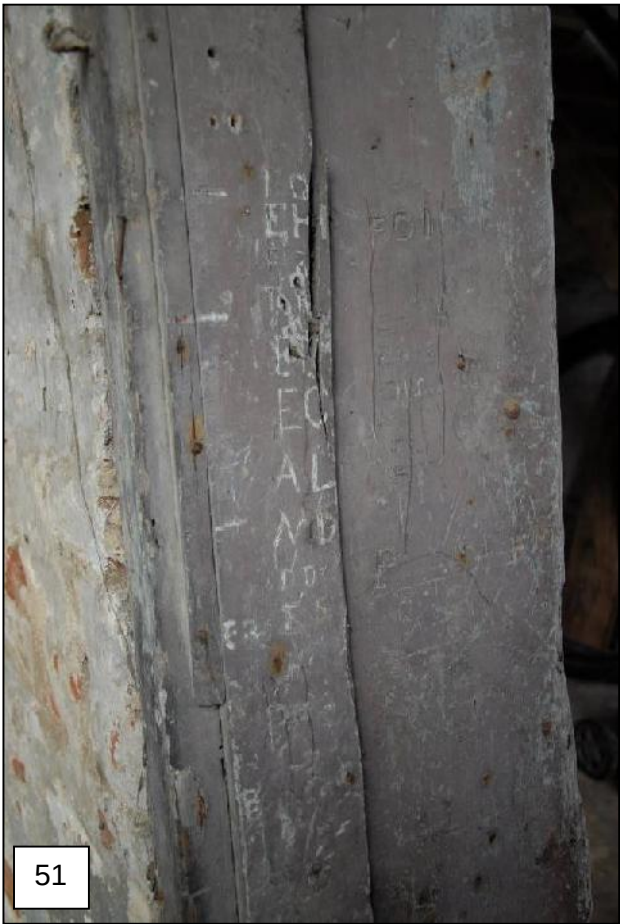
The south doors are late 20th-century double glazing, but set in the original 2¾" timber frame which retains a wrought hinge at the west side and a bar keep to the east. The room is whitewashed throughout, heavily worn in the lowest 3ft.



A fireplace in the northwest corner retains its grate with ½" firebars. A 19" wide x 20" high recess with a ½" timber shelf is situated adjacent in the west wall. The scar of a 6" tack rail is present above.

The areas at the top corners of the openings to south and north clearly demonstrate how the modern doors have been inserted.

The north door to Room 3 is inserted below a concrete lintel. The south door opening is original, but retains only its frame. A series of graffiti initials are recorded here scratched into the paint. These initials include: IO, FOI, EH, FT, EC, AL, ND, DD, ER, FS and HS.

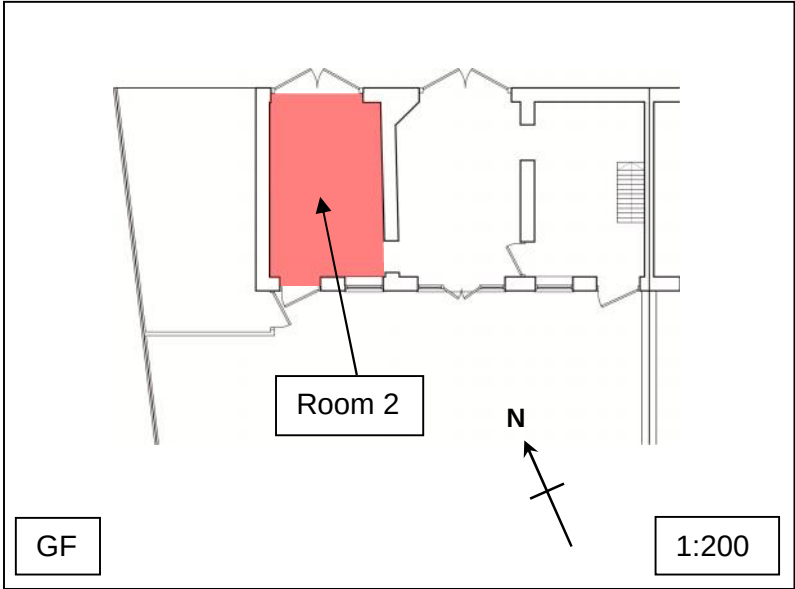
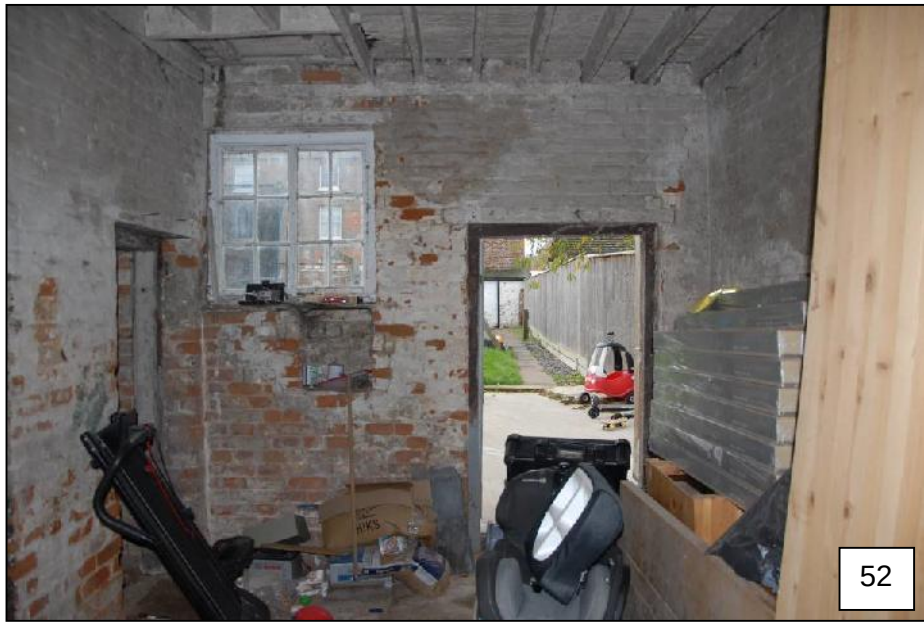


Room 2 - Stable

This room occupies the western bay of the ground floor of the outbuilding.

The south door is original – this is of 7" vertical matchboard (1" in thickness); ledged and diagonally braced – (6½" ledges and 3¼" braces) of 1¼" thickness – the door retains its original thumb latch and lock box. It is hung on heavy 2¼" strap hinges which have a 3½" bend in a 5" x 3" frame.

The north doors are as described in Room 1. They have a heavy 9" high timber lintel to the opening, which continues from Room 1.



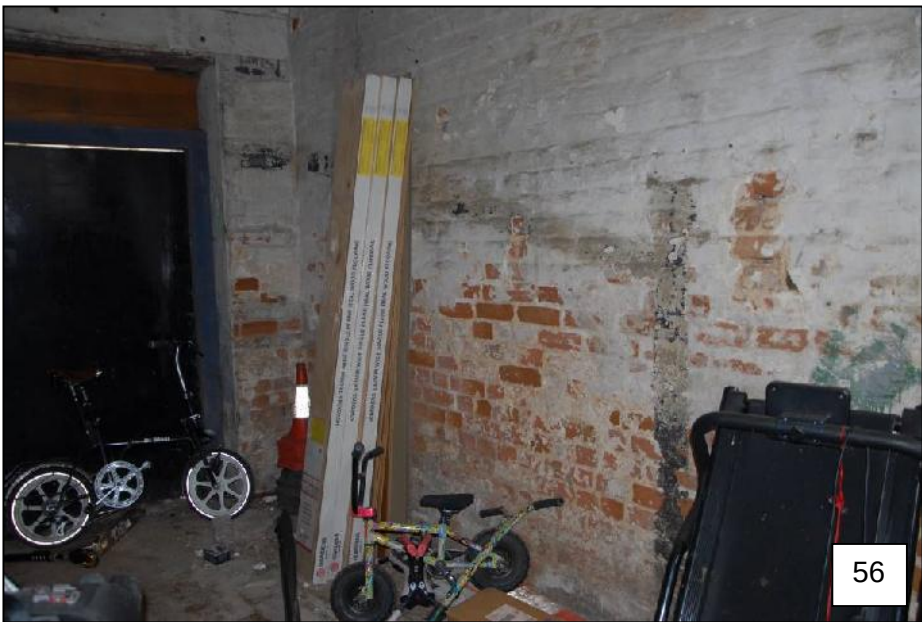
The room is lit by a Yorkshire sliding sash at the east side of the south wall (panes 10¾" x 8"). A 17" wide x 19" high alcove is present below this window.

The door opening to Room 1 retains its 5" x 2¾" frame only, very worn at its north side.

Traces of black paint on the east, west and north walls indicate stalls: these are 5" wide and 59" from the floor at the south side, rising to 79" to the north, with a 7" diameter ball on top.

The ceiling comprises the exposed north-south joists to the floorboards (E-W) of first floor. A ledged trap door is situated in the southeast corner.

The floor at the south side is of 2ft x 21" and 30" x 26" flagstones, infilled with 9" x 4½" blue pammets which are laid on flat in half-overlapping north-south rows. A modern concrete strip is present to the northern 39" of the floor.



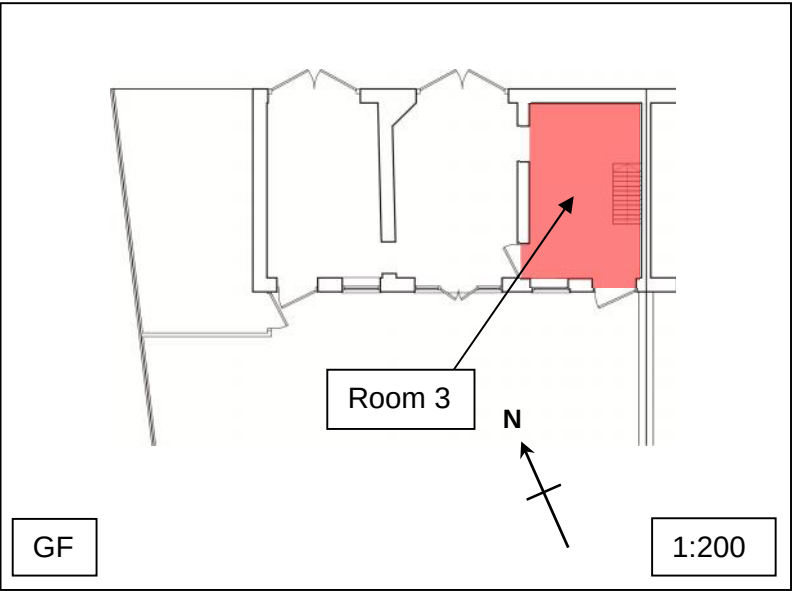
Room 3 - Stable

This room occupies the eastern bay of the ground floor of the outbuilding.

The floor and ceiling are as described in Room 2, but the trap door is situated to the southwest of the ceiling. The south window and alcove are also as Room 2.

A modern chamfered 4½" x 2" timber frame is present to the north door opening to Room 1. The south door opening to Room 1 is similar to that of Room 2: again, the frame only survives, here with hinges for a stable door – graffiti is present on the north side – see Room 1.

The exterior door in the south wall is more recently renewed – it is of 6½" plain planks, with 7"chamfered ledges and 3¼" diagonal braces.





North Side

Modern access to the first floor is by a set of timber steps against the east wall (steps go 8½", rise 10" with a 3" overlap) on 8½" x 1¾" strings.

The room has a 6" black-painted strip 4ft from the floor and painted like Room 2 (but here 57" from the floor at the south side and 74" to north (top edge measured)).

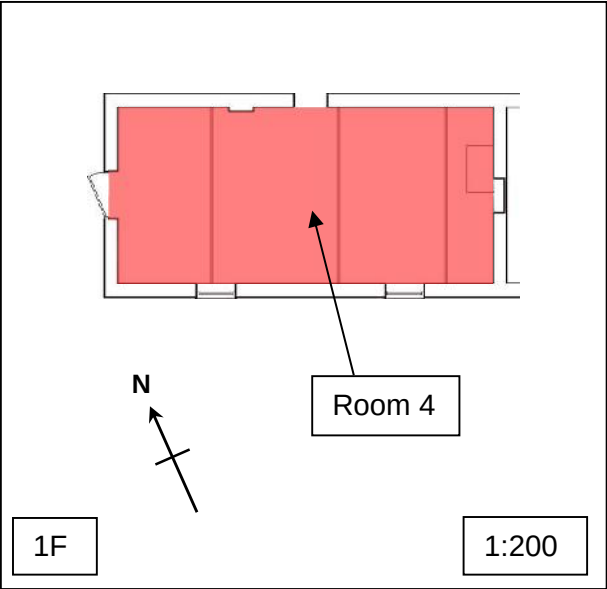
The north wall has a circular recess, 27½" in diameter and 9" deep with inset timber blocks to support a lost basket-type hayrack, around which the black paint also extends. Scars on the walls below are indicative of a lost feeding trough which projected 18½" from the north wall with its rail at 44" from the floor. This was three unpainted courses deep; the brick floor below is also ½" lower.

**First Floor
Room 4 – Hay loft**

This is a large open room occupying the entire first floor of the outbuilding.

The modern access is up the timber steps from Room 3 at the east side of the room. Originally access was through the trap doors in Rooms 1 and 3 and through an original loading door at the west side.

The room is open to the exposed timber elements of the roof.



The room is lit by a 4-pane fixed window in the centre of the north wall and two windows in the south wall. The north window is not set squarely in a 2½" and 1" frame (chamfered with run-out stops). All exterior openings have 3¾" timber lintels.

The southern windows are replacement UPVC units.



The floor is of modern chipboard sheets laid directly over the floorboards (7" plain boards running east-west). The floorboards are secured to north-south 6¼" x 1¾" joists at 15½" centres.

The western trap door remains uncovered: this is of 6½" plain boards with tapering wrought hinges 20" long.

East Side

A central communicating door opening has been inserted in the east wall below a 1 3/4" timber lintel – this opening has been subsequently bricked up.



West Side

An original loading door at the west side retains a 5" x 3" frame situated immediately below the 3" x 4" wall plate. The door here is of ledged and diagonally braced 6 1/2" vertical tongue and grooved planks (ledges 5 3/4", diagonal braces 3").





Roof

The roof is of common rafter construction with ridge collars and a ridgeboard, hipped at the west end. The rafters are 3" square at 13" centres. The three original 7" x 2½" tie beams have been cut-off and replaced with raised 7" x 1¾" planks secured with vertical planks to the ridge collars. Collars are 6¾" x 1½". Horizontal elements are clenched straight-scarfed through-purlins 3¼-3½" square.

Collars occur every 3rd rafter and do occur at the ties. Ridge collars and a ridgeboard are present – the remains of an original slate roof are retained at the apex.



7.0 Discussion and Conclusions

The outbuilding to the rear of 68 Bridge Road, Sutton Bridge provides physical evidence of the early development of the settlement which prior to the realignment of the River Nene channel and construction of the first bridge in 1830, was little more than a scatter of farms and cottages.

The outbuilding was a coach house and stable, one of three which backed onto Wharf Street at the rear of a terrace of three imposing residences at 64-68 Bridge Road. It was the coach house of number 68, the western of the three properties, now listed as a group Grade II.

While it has not been possible to directly date these buildings, they were built by Guy's Hospital Estate who owned all of Sutton Marsh as part of the initial development of the settlement. These properties are unique in Sutton Bridge and represent a scale and prestige which would not have been out of place in London. It seems likely that they were built for well-placed individuals in the settlement, perhaps their own agents or estate managers. That they had individual coach houses is an indication of their prestige alone. While these properties are unique to Sutton Bridge, similar terraces also exist in Long Sutton and this practice of transplanting London style to the provinces is not unique to Guy's – the Bethlehem Hospital constructed a street of houses similar to property it developed in Southwark at Barkham Street, Wainfleet All Saints.

The row of coach houses probably had little direct access to Wharf Street when constructed – most of the ground floor openings at the north side are later insertions (when the buildings were converted to garages). Only the large central arch and the smaller pedestrian access were original, affording access to the middle property of the terrace – the flanking properties were accessed at the sides. Of particular interest in the coach house of no. 68, evidence of the stables which flanked the central coach house is preserved in the form of painted stall partitions along with evidence of a feeding trough and hayrack. That the decoration is to differing heights in the two stables perhaps indicates which stable housed the heavier horses. The provision of a fireplace is also of some significance allowing for the drying out of tack or the carriage itself.

Whilst the building has lost many of its primary fixtures and fittings, it retains its original layout and quality of construction – albeit with some alteration – allowing it to be considered as a good example of a its type which retains some well-preserved elements, such as its largely original south elevation, flagstone stable floors and aspects of interior decoration.

This building survey has recorded and provided an archive of the coach house/stable to preserve it by record prior to its redevelopment and the consequent loss of historic evidence contained in its fabric.

8.0 Archive

The photographic record and site documentation will be placed with Lincoln City and County Museums Service at Lincoln Museum, a publicly accessible resource, and will form a long-term record of the building's history. Following deposition, the archive will be available for public consultation under the LCNCC accession number 2023.172.

The archive will consist of the following:

1no CD containing 83 digital image files;
with accompanying index sheets and plans
showing the location of the buildings, the
room numbering and position and direction
of photos

1no General Account Sheet
1no Brickwork Recording Forms
4no Room-Based Recording Forms
This account

9.0 Acknowledgements

Thanks are expressed to G R Merchant Ltd. for commissioning this report and Martin Drake (the owner) and his nephew Pete for providing access and background information.

10.0 References

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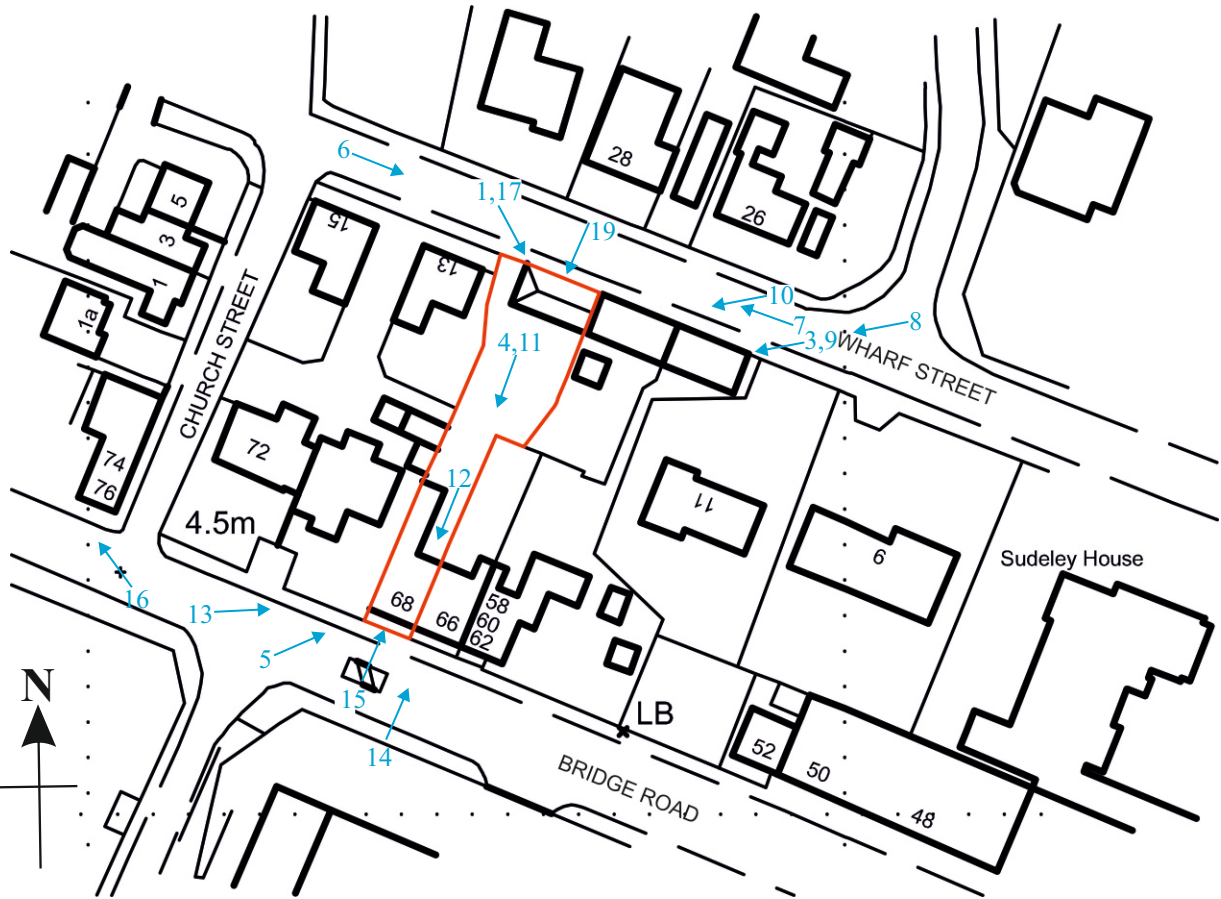
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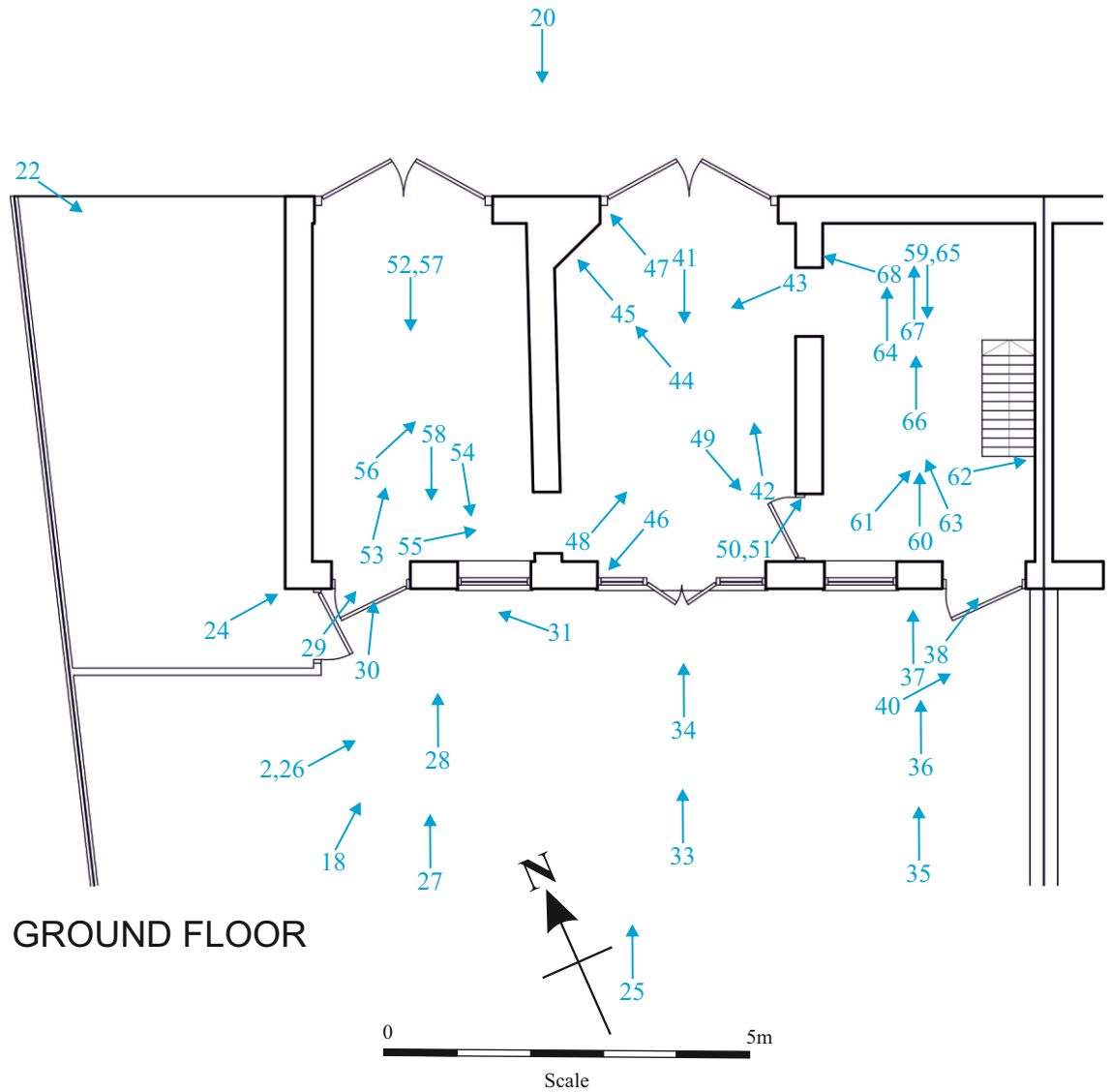
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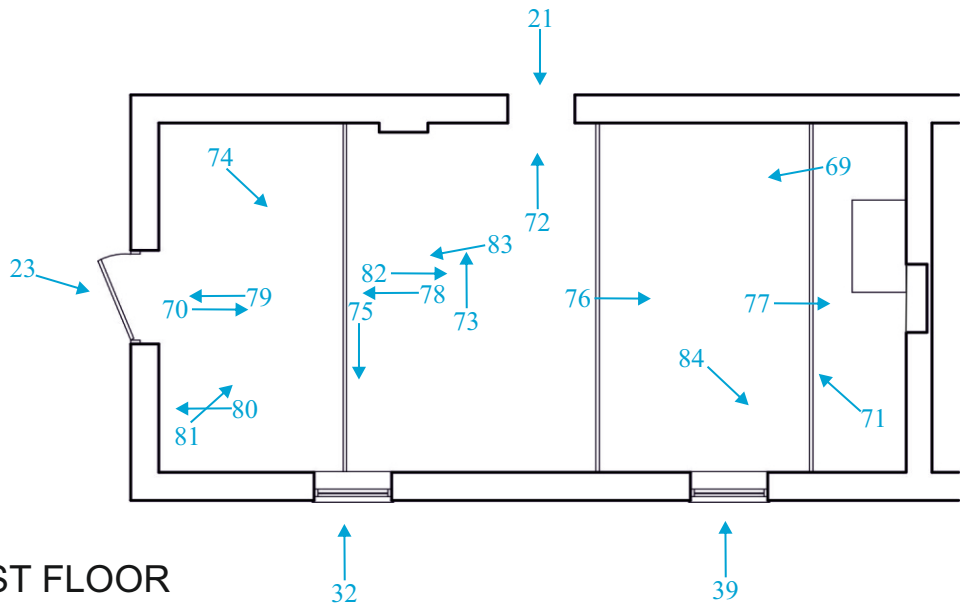
Appendix 1: Location of Photographs



Location plan of the site. The position and direction of settings and general photographs is shown in blue. Scale 1:1000.
(Plan supplied by client)



FIRST FLOOR



Floorplans of the outbuilding. The position and direction of detail photographs is shown in blue. Scale 1:100.
(Plan supplied by client)

Appendix 2 Photo Archive

Rear of 68 Bridge Road, Sutton Bridge – Photo Archive (653-738)

Digital Image No. (DEF _)	Image in Report	Building/ Room No.	Orientation (looking)	Description
0653	1,17	Ext	SE	General shot of site
0654	6	Setting	ESE	View along Wharf St
0655	13	Setting	ENE	64-68 Bridge Road
0656	5	Setting	ENE	64-68 Bridge Road
0657	15	Setting	NNE	68 Bridge Road
0658	14	Setting	NNE	64-68 Bridge Road
0659	-	Setting	NNW	64-68 Bridge Road
0660	16	Setting	NW	Bridge Road, N side
0661	8	Ext	W	General shot of site
0662	3,9	Ext	W	Outbuilding group
0663	7	Setting	WNW	View along Wharf St
0664	10	Ext	W	Outbuilding group, N side
0665	18	Ext	NE	Outbuilding, S side
0666	2,26	Ext	ENE	View along S side of outbuilding group
0667	4,11	Setting	SSW	Rear of 64-68 Bridge Road
0668	19	Ext	SSW	N elevation
0669	21	Ext	SSW	1F window detail
0670	20	Ext	SSW	Double doors
0671	22	Ext	SSE	W elevation
0672	23	Ext	SSE	1F loading door
0673	25	Ext	NNE	S elevation
0674	27	Ext	NNE	S elevation, W bay
0675	28	Ext	NNE	Door & window detail
0676	32	Ext	NNE	1F window detail
0677	33	Ext	NNE	Central opening
0678	34	Ext	NNE	Rubbed brick lintel detail
0679	31	Ext	NW	Iron fixtures
0680	35	Ext	NNE	S elevation, E bay
0681	36	Ext	NNE	Door & window detail
0682	39	Ext	NNE	1F window detail
0683	37	Ext	NNE	Cambered lintel detail
0685	40	Ext	NE	Adjacent openings
0686	38	Ext	NE	E bay door detail (renewed)
0687	29	Ext	NE	W bay door detail (original)
0688	53	2	NE	General shot of room
0689	52	2	SSW	General shot of room
0690	54	2	SE	Window & alcove detail
0691	24	Ext	NE	Chamfered SW corner
0692	55	2	ESE	Door opening to Room 1
0693	56	2	NE	Evidence of stall
0694	57	2	SSW	Ceiling detail
0695	-	2	SSW	Floor detail (flash)
0696	58	2	SSW	Floor detail (no flash)

Digital Image No. (DEF _)	Image in Report	Building/ Room No.	Orientation (looking)	Description
0697	42	1	N	General shot of room
0698	41	1	SSW	General shot of room
0699	44	1	NNW	Fireplace & alcove corner
0700	-	1	N	Fireplace detail
0701	43	1	W	W elevation
0702	48	1	ESE	E elevation
0703	59	3	SSW	General shot of room
0704	60	3	NNE	General shot of room
0705	61	3	NE	1F access
0706	63	3	N	Evidence of stall
0707	67	3	NNE	Circular opening
0708	66	3	NNE	N half of room
0709	68	3	NW	Evidence of trough
0710	64	3	N	Floor detail
0711	62	3	ESE	Evidence of stall
0712	65	3	SSW	Ceiling detail
0713	69	4	W	General shot of room
0714	70	4	ESE	General shot of room
0715	81	4	E	Roof detail
0716	82	4	ESE	Evidence of slate roof
0717	72	4	NNE	N window detail
0718	71	4	NW	N elevation
0719	74	4	SE	S elevation
0722	75	4	SSW	Trapdoor
0723	79	4	WNW	1F loading door detail
0724	80	4	NNW	Floor detail
0725	77	4	SSE	E wall (forced & re-blocked opening)
0726	84	4	SE	Cut & raised tie beam
0727	83	4	W	Raised tie at hip
0728	78	4	WNW	W part of room
0729	76	4	ESE	E part of room
0730	73	4	NNE	Chimney & window
0731	49	1	SE	Door opening to Room 3
0732	46	1	WSW	Lintel detail
0733	47	1	N	Lintel detail
0734	45	1	N	Fireplace detail
0735	30	Ext	NE	W bay door detail (original)
0736	12	Ext	SSW	Rear of 68 Bridge Road
0737	50	1	NE	Graffiti in doorframe (to Room 3)
0738	51	1	NE	Graffiti in doorframe (to Room 3) – close up

Appendix 3: OASIS Summary

OASIS Summary for preconst3-521806

OASIS ID (UID)	preconst3-521806
Project Name	Outbuilding to rear of no. 68, Bridge Road, Sutton Bridge, South Holland, Lincolnshire: Historic Building Survey
Sitename	Outbuilding to rear of no. 68, Bridge Road, Sutton Bridge, South Holland, Lincolnshire
Sitecode	BRSB 23
Project Identifier(s)	No. 68, Bridge Road, Sutton Bridge
Activity type	Analytical Buildings Record (Level 3)
Planning Id	H18-0729-23
Reason For Investigation	Planning: Between application and determination
Organisation Responsible for work	PCAS Archaeology Ltd
Project Dates	14-Nov-2023 - 02-Jan-2024
Location	Outbuilding to rear of no. 68, Bridge Road, Sutton Bridge, South Holland, Lincolnshire NGR : TF 47961 21271 LL : 52.768769997364494, 0.191681010002652 12 Fig : 547961,321271
Administrative Areas	Country : England County/Local Authority : Lincolnshire Local Authority District : South Holland Parish : Sutton Bridge
Project Methodology	Photography was undertaken in 35mm digital SLR colour photography (using a 10.4 Mpixel format). Photography was undertaken of the outbuilding to create a primary archive and included general shots of the site and detailed photography of room arrangement; main elevations and constructional details such as window openings, and fixtures and fittings, such as doors and window fenestration. Weather conditions were overcast and low light levels necessitated the use of flash in all interior situations and included some fill-in flash to penetrate the shadows in the exterior shots. The photographs were further supplemented by Room-based record sheets and Brickwork recording sheets.

Project Results	A scheme of building recording was carried out prior to determination to inform the decision process for planning permission for a conversion to residential use of a former Coach House, rear of 68, Bridge Road, Sutton Bridge in the South Holland district of Lincolnshire. The outbuilding was a coach house and stable, one of three which backed onto Wharf Street at the rear of a terrace of three imposing residences at 64-68 Bridge Road. It was the coach house of number 68, the western of the three properties, now listed as a group Grade II. While it has not been possible to directly date these buildings, they were built by Guy's Hospital Estate who owned all of Sutton Marsh as part of the initial development of the settlement. These properties are unique in Sutton Bridge and represent a scale and prestige which would not have been out of place in London. It seems likely that they were built for well-placed individuals in the settlement, perhaps their own agents or estate managers. That they had individual coach houses is an indication of their prestige alone. Whilst the building has lost many of its primary fixtures and fittings, it retains its original layout and quality of construction – albeit with some alteration – allowing it to be considered as a good example of a its type which retains some well-preserved elements, such as its largely original south elevation, flagstone stable floors and aspects of interior decoration
Keywords	Coach House - Victorian - FISH Thesaurus of Monument Types Stable - Victorian - FISH Thesaurus of Monument Types
Funder	Private individual
HER	Lincolnshire HER - unRev - STANDARD
Person Responsible for work	Leigh Brocklehurst
HER Identifiers	
Archives	Documentary Archive, Digital Archive - to be deposited with The Collection: Art and Archaeology in Lincolnshire;

Report generated on: 02 Jan 2024, 11:34



Front Cover Photograph: General view of the coach house/stable group from Wharf Street, looking SE.

Back Cover Photograph: South elevation of 68, Bridge Road, with which the outbuilding is associated, looking NNE.