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A DESK BASED HERITAGE IMPACT ASSESSMENT STUDY
OF BRIDGE HOUSE WEST, BRIDGE ROAD,
SUTTON BRIDGE, LINCOLNSHIRE.

[Site Centred at National Grid Reference: TF 4817 2107]

PREPARED FOR MR. BRIAN GILHAM OF STATUS DESIGN ON BEHALF OF HIS CLIENT - MRS. E. ROWE

By

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Summary

- *This desk based heritage impact assessment study has been prepared for Mr. Brian Gilham of Status Design on behalf of his client - Mrs. E. Rowe - to inform, to accompany and to be in support of a forthcoming application for listed building planning consent for the proposed insertion of two new replacement windows to the existing Grade II listed building at Bridge House West, Bridge Road, Sutton Bridge, Lincolnshire.*

- *This study has not identified any evidence for archaeological activity and finds from the various prehistoric periods and from the Romano-British, Anglo-Saxon and medieval periods to be encountered on this assessment site, the potential for which is considered to be* ***low****.*

- *From the documentary research that has been undertaken for this study, it is clear that the settlement of Sutton Bridge has at least late post-medieval origins. It is also considered that this assessment site lies within the historic core of this late post-medieval settlement. Consequently, it is concluded that the potential for late post-medieval archaeological activity and finds to be made of this assessment site, will be* ***high****.*

- *It is considered that both from the same documentary research and also from the map evidence which have been undertaken for this study, that this assessment site also lies within the historic cores of the early modern and modern settlements. So it is considered that the potential for early modern and modern archaeological activity and finds to be found on this assessment site, will also be* ***high,*** *though this potential is not considered to be significant.*

- *Notwithstanding this identified* ***high*** *archaeological potential and as the application for listed building consent for the proposed development here will not require any below ground site groundworks and will only involve very limited alterations to an existing Grade II listed building, it is considered that there will be no associated below ground archaeological issues relating to this development proposal.*

- *This study has established that the Grade II listed building within the area of this assessment site known as Bridge House West, is of mid 19th century origin and formerly served as the toll keepers cottage to the contemporary second Cross Keys Bridge, now demolished. Bridge House West is by virtue of this statutory listing, a designated heritage asset of* ***high*** *significance. This study has also concluded that the setting of this Grade II listed building is determined in an immediate sense by its current boundary curtilage and by its location on land that is set back from the southern frontage of the Bridge Road and in a wider context by its position within the historic cores of the late post-medieval, early modern and modern settlement of Sutton Bridge.*

- *This assessment has also considered that the development proposal, which will involve the insertion of two new replacement timber casement windows within two existing window openings to replace two existing timber casement windows, will only involve very limited and very minor alterations to the fabric of this Grade II listed building. It is considered in turn that this development proposal will involve only very limited and very minor alterations to the appearance of this designated heritage asset of* ***high*** *significance with* ***no considered material impact*** *upon its immediate or wider settings and will have a* ***slight beneficial/positive impact*** *to its appearance. This development proposal will also provide an improvement to the existing build fabric of this designated heritage asset, thus contributing to its longevity and long term conservation.*

- *This study further considers that the immediate setting of this heritage asset should also be taken into consideration and in particular the dense screens of mature tree*

and vegetation cover in the immediate vicinity of this heritage asset as significant material considerations in the determination of any listed building consent. This study has concluded that this development proposal will have ***no impact*** *upon the setting with* ***no change*** *to the* ***high significance*** *of this designated heritage asset.*

- *With this significant consideration in mind, this study further considers that following a detailed review/assessment of other nearby designated and undesignated heritage assets, that the very limited nature and scope of this development proposal will have* ***no impact*** *upon these various nearby heritage assets with* ***no change*** *to their respective settings and to their respective significances. This is considered to be the case in particular with the nearby Grade II listed Nos. 8 and 10, Bridge Road, to the north-west, which may be partially observed from this assessment site and the nearby Grade II* listed third Cross Keys Bridge to the south east, which may be directly observed from the assessment site.*

1.0 Introduction and Scope of Study

1.1 Introduction

1.1.1 This desk-based heritage impact assessment study was commissioned by Mr. Brian Gilham of Status Design on behalf of his client - Mrs. E. Rowe. This study considers the archaeological and heritage potential of a new development proposal, to comprise the insertion of two new replacement windows to the existing Grade II listed building at Bridge House West, Bridge Road, Sutton Bridge, Lincolnshire, situated at National Grid Reference TF 4817 2107. The assessment site is situated on land that is located at the southern end of a short lane, that in turn extends off the southern frontage of Bridge Road. The assessment site is also located on the western bank of the channel of the River Nene. The modern settlement of Sutton Bridge lies within the modern civil parish of the same name, administrative district of South Holland, county of Lincolnshire [**Figures 1 and 2**].

1.1.2 This report was produced by Neville Hall, Freelance Archaeologist and Consultant, in support of and to inform a forthcoming application for listed building consent for the proposed insertion of two new replacement windows to the existing Grade II listed building at Bridge House West, Bridge Road, Sutton Bridge, Lincolnshire [**Figures 1 and 2**].

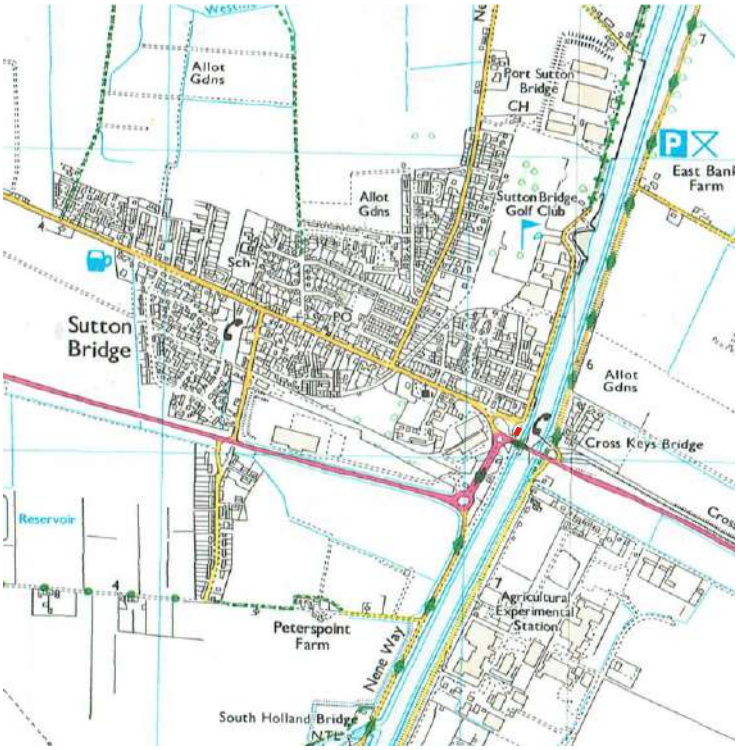


Figure 1: General site location at a scale of 1:25,000. The assessment site is shown in red. (O.S. copyright licence number 100048723)

1.2 Scope of Study

1.2.1 The objectives of this study are:

To assess the potential of the proposed development site to contain archaeological evidence;

To assess the potential survival of archaeology at the proposed development site, its condition and extent;



Figure 2: Plan showing the site location and existing layout of the assessment site at a scale of 1:1,250, (extract from Architects plan).

To assess and evaluate the potential significance of any archaeology and to examine whether this might be the subject of further evaluation or mitigation;

To assess whether the archaeological evidence, or potential evidence, would provide a constraint to development; and

To assess whether the impact of the proposed development would affect the setting of nearby heritage assets.

1.2.2 Research sources consulted for this study have comprised map sources held at the online National Library of Scotland and at the Lincolnshire Archives and a 0.5km radial search centred on the assessment site of the Lincolnshire Historic Environment Record (HER). The online National Heritage List of Historic England (NHL) was also consulted. A site walkover survey of the assessment site and of its environs was undertaken by the author on the 11th of October 2025.

2.0 Planning Background and Development Plan Framework

2.1 National Legislation

2.1.1 Legislation regarding listed buildings and areas of special architectural or historic interest or Conservation Areas is contained in the *Planning (Listed Buildings and Conservations Areas) Act* (1990).

2.1.2 Section 66 of this Act requires that:

(1) In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority, or as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

2.1.3 Section 72 of this Act requires that:

Local Authorities, with respect to any buildings or other land in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

2.2 National Planning Framework

2.2 National Planning Framework

2.2.1 In December 2024, The Government published the latest version of the *National Planning Policy Framework* or *NPPF*, which provides guidance for planning authorities, property owners, developers and others on the conservation, preservation and investigation of heritage assets.

2.2.2 Annex 2 of NPPF of the *National Planning Policy Framework* of 2012 makes the following definitions:

Designated Heritage Asset - a World Heritage Site, scheduled monument, listed building, protected wreck site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Heritage Asset - a building, monument, site, place , area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Setting of a Heritage Asset - the surroundings in which a Heritage Asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or a negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

The Significance of a Heritage Asset - the value of a heritage asset to this and future generations, because of its heritage interest. The interest may be of archaeological, architectural, artistic or historic. Significance derives not only from a Heritage Asset's physical presence, but also from its setting.

2.2.3 Consequently, government guidance provides a framework which:

Protects nationally important designated Heritage Assets, which include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites,

Registered Historic Parks and Gardens, Registered Battlefields and Conservation Areas;

Protects Heritage Assets;

Protects the settings of such designations;

In appropriate circumstances, seeks adequate information from field evaluation to enable informed decisions; and

Provides for the excavation and investigation of sites not significant enough to merit *in situ* preservation.

2.2.4 The *National Planning Policy Framework* (NPPF) of 2024, provides the following pertinent policies with regard to Conserving and enhancing the historic environment.

Para. 202: Heritage Assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.....

Para 203: Plans should set out a positive strategy for the conservation... of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

a) the desirability of sustaining and enhancing the significance of heritage assets, and putting then to viable uses consistent with their conservation;

b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

c) the desirability of new development making a positive contribution to local character and distinctiveness; and

d) opportunities to draw on the contribution made by the historic environment to the character of a place.

Proposals Affecting Heritage Assets

Para 207: In determining applications, local planning authorise should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk based assessment and , where necessary, a field evaluation.

Para 208: Local planning authorise should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal;

Para 210: In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Considering Potential Impacts

Para 212: 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Para 213: Any harm to, or loss of, the significance of a designated heritage asset from its alteration or destruction), or from development within its setting), should require further and convincing justification. Substantial harm or loss of:

a) grade II listed buildings, or grade II registered parks and gardens, should be exceptional:

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Para 214: Where a development proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation: and

c) conservation by grant funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of brining the site back into use.

Para 215: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of a proposal including, where appropriate securing its optimum viable use.

Para 216: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

2.3 South East Lincolnshire Local Plan

2.3.1 In March 2019, South Holland District Council adopted the *South East Lincolnshire Local Plan, 2011-2026, Adopted March 2019,* in association with Boston Borough Council and Lincolnshire County Council. This new Local Plan was adopted in March 2019 by South Holland District Council and replaced the South Holland District Local Plan.

2.3.2 This new Local Plan had adopted the following pertinent planning policy in relation to planning and the Historic Environment:

Policy 29: The Historic Environment

Distinctive elements of the South East Lincolnshire historic environment will be conserved and where appropriate, enhanced. Opportunities to identify a heritage asset's contribution to the economy, tourism, education and the local community will be utilised including:

The historic archaeological and drainage ;landscape of the Fens;

The distinctive character of South East Lincolnshire market towns and villages;

The dominance within the landscape of church towers, spires and historic windmills.

To respect the historical legacy, varied character and appearance of South East Lincolnshire's historic environment, development proposals will conserve and enhance the character and appearance of designated and non-designated heritage assets, such as important known archaeology or that found during development, historic buildings, conservation areas, scheduled monuments, street patterns, streetscapes, landscapes, parks (including Registered Parks and Gardens), river frontages, structures and their settings through high-quality sensitive design.

A. Listed Buildings

1. Proposals to change the use of a Listed Building or to alter and extend such a building will be granted where the Local Planning Authority is satisfied that the proposal is in the interest of the building's preservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting

2. Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, or wholly exceptional case (depending on their grade) where a clear and convincing justification is made in line with planning policy.

3. Proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building.

B. Conservation Areas

Proposals within, affecting the setting of, or affecting views into or out of, a Conservation Area, should preserve (and enhance or reinforce, as appropriate) features that contribute positively to the area's character, appearance and settings, Proposals should:

1. Retained buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces;

2. Retain architectural details that contribute to the character and appearance of the area;

3. Where relevant and practical, remove features which are incompatible within the Conservation Area;

4. Retained and reinforce local distinctiveness with reference to the height, massing, scale, form, materials and plot widths of the existing built environment;

5. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape:

6. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

C. Archaeology and Scheduled Monuments

1. Proposals that affect archaeological remains, whether known or potential, designated or non-designated, should take every reasonable step to protect and, where possible, enhance their significance.

2. Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.

3. If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of the determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.

4. Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in situ. Where this is either not possible or not desirable, provision must be made for preservation by record to an agreed written scheme of investigation submitted by the developer, undertaken by a suitably qualified person, and approved by the Local Planning Authority.

5. Any such work undertaken as parrt of the planning process must be appropriately archived in a way agreed with the Local Planning Authority.

D. Registered Parks and Gardens

Proposals that cause substantial harm to a Registered Park or Garden, or its setting will not be permitted, unless in an exceptional case, where a clear and convincing justification is made in line with national policy.

E. Enabling Development

Proposals for enabling development adjacent to, or within the setting of a heritage asset and used to secure the future of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:

1. It will not materially harm the heritage values of a heritage asset or its setting;

2. It avoids detrimental fragmentation of management of the heritage asset;

3. It will secure the long-term future of the place, and where applicable, its continued use for a sympathetic purpose;

4. It is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid;

5. Sufficient subsidy is not available from any other source;

6. It is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and

7. The public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan and national policy.

F. Development Proposals

Where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made to its setting, it should be informed by proportionate historic environment assessments and evaluations (such as heritage impact assessments, desk-based appraisals), field evaluation and historic building reports) that:

1. Identify all heritage assets likely to be affected by the proposal:

2. Explain the nature and degree of any effect on elements that contribute to their significance and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated;

3. Provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and

4. Demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset, and whether the works proposed are the minimum required to secure the long term use of the asset.

3. Geology and Topography

3.1 Geology

3.1.1 The assessment site is located on deep stoneless calcareous fine and coarse silty soils of the Agney Series, which have developed upon deposits of marine alluvium and on Ampthill and Kimmeridge Clays of the Upper Jurassic [Soil Survey, 1984; BGS, 1978].

3.2 Topography

3.2.1 The assessment site is located within the eastern outskirts of the town of Sutton Bridge and on land that is set back from the southern frontage of Bridge Road at a height of approximately 4mAOD.

4. Historical and Archaeological Background and Map Regression Exercise

4.1 Prehistoric

4.1.1 No archaeological activity or finds from the various prehistoric periods have been identified within the study area for this assessment. So the potential for archaeological activity and finds to be made on this assessment site from all of the combined prehistoric periods, is considered to be **low**.

4.2 Romano-British

4.2.1 This study has not identified any evidence for archaeological activity and finds from the Romano-British period within the search area utilised for this assessment. Consequently, the potential for archaeological activity and finds from this period to be made on this assessment site, will also be **low**.

4.3 Anglo-Saxon

4.3.1 This study has similarly not identified any evidence for archaeological activity and finds from the Anglo-Saxon period within the search area utilised for this study,. So it is concluded that the potential for archaeological activity and finds from this period to be made on this assessment site, will also be **low**.

4.4 Medieval

4.4.1 This study has similarly not identified any evidence for archaeological activity and finds from the medieval period within the search area utilised for this study. So it is concluded that the potential for archaeological activity and finds from this period to be made on this assessment site, will also be **low**.

4.5 Post-Medieval

4.5.1 The settlement of Sutton Bridge developed from a hamlet, which grew up to serve the river crossing of the Nene into Norfolk and as the administrative centre for an estate that was owned by Guy's Hospital of London. With further reclamation from the sea and a new channel for the River Nene undertaken in the late 1820s, Sutton Bridge developed into a port and a small town [Cope-Faulkner, 2002].

4.5.2 Prior to the 17th century, the area of Sutton Bridge formed part of the estuary of the River Nene and comprised salt marsh and tidal flats. The Nene outfall was generally shallow and silted, a situation that had been exacerbated by the diversion of the Great Ouse from Wisbech to King's Lynn in the 13th century AD [*ibid*].

4.5.3 By 1640, the King granted these marshes to the Duke of Lennox with permission to embank and drain them. This area of land at this time formed part of the common grounds of Long Sutton. This area eventually became part of the estates belonging to Guy's Hospital in 1733. By 1813, Sutton Bridge was known as Sutton Wash [*ibid*].

4.5.4 A proposal for a bridge at Cross Keys Wash was initiated in 1818, but was deferred until a suitable scheme for the general improvement of the Nene estuary could be devised. In 1826, the Cross Keys Bridge Act was passed by parliament. This allowed for the construction of an embankment from Wash House to the Norfolk Coast. The following year, the Nene Outfall Act was passed, which permitted the diversion of the River Nene into a new channel, for land reclamation behind the new bank and to allow for the construction of the Cross Keys Bridge *[ibid*].

4.5.5 The first Cross Keys Bridge had been completed by 1830, before the Nene had been diverted into its new channel. The embankment was completed in the following year and had a road constructed along its crest. The new channel had demolished a granary, but other facilities were increased and a village gradually developed around the bridge. Guy's Hospital were largely responsible for the foundation and layout of

the settlement of Sutton Bridge, which included the construction of the parish church in 1843 [*ibid*].

4.5.6 By 1850, various improvements to the channel of the River Nene below Wisbech also saw the replacement of the first Cross Keys Bridge by a second, situated to the immediate south of the first bridge [*ibid*].

4.5.7 The railways first came to Sutton Bridge in 1862 and in 1864, the southern part of the second Cross Keys Bridge was used for rail traffic linking this area to Norfolk. The Sutton Bridge Dock Company was created by an Act of Parliament of 1875 and authorised to maintain a dock and a short length of associated railway. Work began in 1878 and had been completed by 1881. However, by 1881, soil had begun to subside on both sides of the lock and after concrete facing had slipped into the basin. Attempts to raise funds for repair of the dock failed to materialise and by 1899, the dock had been closed [*ibid*].

4.5.8 The Midland and Great Northern Railway companies carried out improvements on the railway lines through Sutton Bridge at the end of the 19th century and the second Cross Keys Bridge was replaced by the current and third bridge between 1894-7 [*ibid*].

4.5.9 The New Inn, Bridge Road, (now The Boathouse public house), is a Grade II listed mid 18th century public house, which was extended in the early 19th century (**Site No. 4**, HER MLI94384, NHL 1064534).

4.5.10 In 2015, an archaeological watching brief was carried out at No. 132, Bridge Road, following the demolition of a chapel that had formerly stood on this site and on the groundworks for two new house plots (**Site No. 32**, Site code: SBBR13). These investigations identified a large pit of late 18th/early 19th century date and undated ditches. A cistern and a wall, both brick built of post-medieval date were also recorded. Finds comprised late post-medieval pottery and clay pipe and glass fragments [Moulis & Peachey, 2015].

4.5.11 Nos. 8 and 10, Bridge Road is a Grade II listed early 19th century house, which are now two houses (**Site No. 3**, HER MLI94383, NHL 1064533).

4.5.12 No. 27, The Park is a Grade II listed early 19th century house (**Site No. 6**, HER MLI94586, NHL 1359244). This is also the site of The Park at Sutton Bridge (**Site No. 6**, HER MLI94586). This was the site of a 19th century farmstead. This was arranged around a regular courtyard with linked working outbuildings to all four sides of the yard. The farmhouse was detached from the main working complex. The farmhouse is the only surviving historic structure. The farmstead was within a village location.

4.5.13 Nos. 64, 66 and 68, Bridge Street comprise a Grade II listed terrace of three early 19th century houses (**Site No. 7**, HER MLI94588, NHL 1359246). In 2023, an outbuilding to the rear of No. 68, Bridge Road was the subject of a programme of historic building recording (**Site No. 33**, Site code: BRSB23). This outbuilding had been the former coach house and stable to No. 68, the westernmost of a terrace of three Grade II listed early 19th century residences (**Site No. 7**). It was not considered possible to exactly date this outbuilding, which had lost most of its primary fixtures and fittings [Savage, 2023].

4.5.14 The present settlement of Sutton Bridge had developed from the late 1820s onwards (**Site No. 19**, HER MLI20489). Before 1830, the village of Sutton Bridge did not exist. The only buildings there, apart from a washhouse, were scattered farmhouses and a few cottages that had been constructed in the 1820s along the northern side of the main road. After works were conducted to divert the River Nene into a new channel and to construct the first Cross Keys Bridge in 1830, the settlement of Sutton Bridge

had begun to develop. The focus of the settlement was on the western side of the bridge and extended further westwards as the village grew.

4.5.15 The site of a former windmill occurred at Sutton Bridge (**Site No. 15**, HER MLI20481). By 1825, there was a four sailed windmill at Sutton Bridge to the south of the present Cross Keys Bridge. This may have originally been a drainage mill since there is a vestige of a creek behind it, but it was certainly later a corn mill. The mill was demolished in 1903.

4.5.16 The site of a former granary occurred at Sutton Bridge (**Site No. 16**, HER MLI20482). This is recorded as predating the development of the town in 1830 and was demolished to make way for the new river channel. This was one of the few buildings which were known to exist at Sutton Bridge prior to 1830. This first building was subsequently replaced by a further granary building that was situated to the north of Wharf Street and had been set back from the edge of the river channel (**Site No. 17**, HER MLI20483). The site is now occupied by housing.

4.5.17 The site of the first Cross Keys Bridge was completed before the River Nene was turned into the new and present outfall (**Site No. 26**, HER MLI20479). This first bridge had been completed by 1830. The bridge was replaced in 1850 by the second Cross Keys Bridge, that was located approximately 100 feet to the south.

4.5.18 The Grade II listed parish church of St. Matthew on Church Road dates from 1843 (**Site No. 2**, HER MLI94382, NHL 1046532). The associated parish churchyard is shown on the Second Edition O.S. map of 1904 and likely dates to 1843 when the parish church was built (**Site No. 8**, HER MLI116299).

4.5.19 In 2019, a programme of historic building recording was carried out on a former commercial and residential property of mid 19th century date at 8a, High Street (**Site No. 24**, HER MLI126181, ELI13742, Site code: HSSU19). The property comprised the main two storey shop building, an attached single storey outbuilding and a detached two storey outbuilding [Hall, 2019].

4.5.20 The site of a 19th century farmstead occurs at Sutton Bridge (**Site No. 9**, HER MLI123679). This is a demolished 19th century farmstead, which was arranged around a regular courtyard with an 'L'-plan range with further detached outbuildings to the third side of the yard. The farmhouse was detached from the main working complex. The farmstead was within an isolated location.

4.5.21 A partially extant 19th century farmstead occurs at Rose Cottage, Sutton Bridge (**Site No. 10**, HER MLI123685). This was arranged around a regular courtyard in an 'L'-plan. The farmhouse is detached from the main working complex. There has been a partial loss of traditional buildings on the site. The farmstead was within an isolated location.

4.5.22 From the documentary research which has been undertaken for this study, it is clear that this assessment site lies within the historic core of the late post-medieval settlement. So it is concluded that the potential for late post-medieval archaeological activity and finds to be found on this assessment site, will be **high**.

4.6 Early Modern/Modern

4.6.1 The Grade II listed Bridge House West, Bridge Road is a Grade II listed mid 19th century lodge, which is located within the area of the assessment site (**Site No. 1,** HER MLI94587, NHL 1359245). The building has some 20th century alterations.

4.6.2 The site of the second Cross Keys Bridge was situated to the immediate south of the first and was replaced in 1850 by this second bridge (**Site No. 27**, HER MLI20480). A toll house was built, which survives as a private dwelling (**Site No. 1**). When the

railway from Spalding was extended to King's Lynn in 1864, the railway company bought the road bridge and used the southern half for their railway line.

4.6.3 The site of the former Sutton Bridge railway station was opened in 1862 and was closed to all traffic by 1965 (**Site No. 18**, HER MLI20485). The station was originally proposed in 1853 as part of the Norwich and Spalding Railway, but was not actually constructed until 1862 after the Great Northern railway took over control of the route. The station notably formed part of the larger Midland and Great Northern Joint railway line between Spalding and King's Lynn, after its formation in 1893. This part of the route was closed to passengers in 1959 and was closed to goods in 1965, after which almost all of the stations structures were eventually demolished. Structures at the station included two station offices, a station master's house, goods sheds and workshops, a turntable and signal boxes.

4.6.4 The former Holbeach to Sutton Bridge railway line was originally proposed in 1853 as part of the Norwich and Spalding Railway, but was not actually constructed until 1862 after the Great Northern Railway took over control of the route (**Site No. 23**, HER MLI124894). The line was a single track and was opened in 1862. It notably formed part of the larger Midland and Great Northern Joint railway line between Spalding and King's Lynn, after its formation in 1893. This part of the route was closed to passengers in 1959 and to goods traffic in 1965. The track was dismantled soon after, although much of its course can still be discerned as earthworks.

4.6.5 The former Sutton Bridge to Wisbech railway line formed part of the larger Peterborough to Sutton Bridge route (**Site No. 25**, HER MLI116302). The railway was initially proposed in 1853 as part of the larger Norwich and Spalding Railway, but was not actually constructed until 1866, when the Midland Railway took control of this part of the route. The line was single track and was opened in 1866. It notably formed a branch line of the larger Midland and Great Northern Joint Railway line between Spalding and King's Lynn, after its formation in 1893. This part of the route was closed to all traffic in 1969 and the track soon dismantled, though much of its course can still be discerned as earthworks.

4.6.6 The former Sutton Bridge to King's Lynn railway line was opened in 1864 and was closed in 1959 (**Site No. 30**, HER MLI20486). The railways had reached King's Lynn by 1846, but it was not until 1862 that the Great Northern Railway's connecting line had reached Sutton Bridge. This was the last part of this route to be built, opening in 1864. It later formed part of the larger Midland and Great Northern Joint Railway between Spalding and King's Lynn, after its formation in 1893. The line was single track and originally used the second half of the second Cross Keys Bridge to cross the River Nene. The construction of the third Cross Keys bridge in 1894-7 required slight alterations to the course of the route immediately out of Sutton Bridge. This part of the route was closed to all traffic in 1959 and the track soon dismantled, allowing the widening of the present A17 trunk road in its place.

4.6.7 The site of the former Sutton Bridge Dock and associated buildings were situated on the western bank of the river channel (**Site No 31**, HER MLI20487). Since the construction of the Cross Keys Bridge and then the arrival of the railways, the main event in the history of Sutton Bridge was the construction of the Dock. Its construction was secured by an Act of Parliament of 1875 and the first ship entered the dock in 1881. Problems soon arose due to the dock being built on silt. The dock basin began to collapse and infill in 1882, with shipping having to be diverted until repairs could be completed. No satisfactory repair plans were devised and a decision was made to abandon the dock basin by 1899.

4.6.8 The Park at Sutton Bridge is an area of former historic parkland that is designated as such on the First and Second Edition O.S. maps of 1888 and 1904 (**Site No. 22**, HER MLI92293).

4.6.9 A Hydraulic Engine House at the Cross Keys Bridge provided the power to operate the third Cross keys Bridge and was built in 1897 (**Site No. 28**, HER MLI20484). This was formerly included within the Grade II* listing for the present third Cross Keys Bridge (**Site No. 29**). The second Cross Keys Bridge at Sutton Bridge was replaced by the third road and rail bridge between 1894-7. This is the present bridge, which was opened in 1897. Following the closure of the railway line in 1959, the second carriageway was eventually converted for road use. The present and third bridge is Grade II* listed (**Site No. 29**, HER MLI20488, NHL 1964536).

4.6.10 The Sutton Bridge Camp was a former POW camp (**Site No. 21**, HER MLI90567). It was possibly first used during the First World War but was mainly used during WWII. It was located to the north of Sutton Bridge on the western side of the river and on part of the former Sutton Bridge dock site.

4.6.11 The Sutton Bridge War Memorial is located within the parish churchyard and was unveiled in 1920 (**Site No. 11**, HER MLI125315).

4.6.12 The former military airfield at RAF Sutton Bridge was opened in 1926 as an Armament Practice Camp (**Site No. 20**, HER MLI20490). It initially had a relatively small grassed area for the landing field and was only in use during the summer months. Development on the site gradually added more facilities, with the airfield being renamed the RAF's No. 3 Armament Training Camp in 1932. The airfield was fully operational in 1936, with three grass runways. Although its main role was as a training facility, three fighter squadrons were based there during WWII. During this time the airfield had hangers of various types with hardstandings for aircraft. Part permanent accommodation for personal was also provided. Training at the airfield was gradually wound down after the end of the war, becoming inactive in 1946. The site continued to be used as a Maintenance Unit base for several more years, before finally closing in 1958.

4.6.13 A Grade II listed type K6 telephone kiosk, designed in 1936, is located some 20m to the north of the Cross Keys Bridge (**Site No. 5**, HER MLI94392, NHL 1064548).

4.6.14 The site of a former WWII gun emplacement occurred at the Cross Keys Bridge (**Site No. 12,** HER MLI127417), This was a spigot mortar emplacement, which was located within the bridge compound. This particular emplacement was sited here to cover the Cross Keys Bridge and its approaches.

4.6.15 The site of a former WWII gun emplacement occurred on Bridge Road (**Site No. 14**, HER MLI127416). This was a spigot mortar emplacement to cover both the approaches along Bridge Road and the adjacent railway line.

4.6.16 The site of a Type 22 hexagonal WWII pillbox is situated to the east of the Cross Keys Bridge (**Site No. 34**, HER MLI23560).

4.6.17 The RAF Sutton Bridge Memorial was unveiled in 1993 to commemorate al those who had served at the nearby former RAF Sutton Bridge base (**Site No. 13,** HER MLI127437).

4.6.18 Copies of manuscript and of published Ordnance Survey (O.S.) maps of the area of the assessment site were obtained from the Lincolnshire Archives and from the online National Library of Scotland. The earliest map consulted comprised an extract from an estate map of the lands of Guy's Hospital of 1870, which forms **Figure 6** of this assessment. This map shows Bridge House West situated on land to the south of Bridge Road and on higher ground overlooking the channel of the River Nene to the immediate east. The second Cross Keys Railway Bridge (**Site No. 27**), is also featured to the immediate north-east. The outlines of various contemporary railway lines are also shown, comprising the Sutton Bridge to Kings Lynn Railway (**Site No.**

30, (which went over this second railway bridge) and the Sutton Bridge to Wisbech Railway (**Site No. 25**), though not in detail.

4.6.19 An extract from the First Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1888 forms **Figure 7** of this study. This map shows the Grade II listed building of Bridge House West (**Site No. 1**), located to the immediate south of the aforementioned Sutton Bridge to Kings Lynn Railway (**Site No. 30**) and the Sutton Bridge to Wisbech Railway (**Site No. 25**), both of which traverse the Second Cross Keys Railway Bridge (**Site No. 27**), located to the immediate north-east. This bridge crosses over the channel of the River Nene to the east. The lines of these various railways are shown here in detail. Bridge House West (**Site No. 1**) is also shown just off the southern frontage of a much then enlarged Bridge Road.

4.6.20 An extract from the Second Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1904 comprises **Figure 8** of this assessment. This map shows that much alteration had taken place to the layout of the environs of this assessment site between 1888 and 1904. This had taken place as the result of the demolition of the second Cross Keys Railway Bridge (**Site No. 27**) and by its replacement with the construction of the subsequent and present third Cross Keys Railway Bridge in 1894-7 (**Site No. 29**). This process had also entailed the diversion of the Sutton Bridge to Kings Lynn Railway (**Site No. 30**), and the Sutton Bridge to Wisbech Railway (**Site No. 25**), both of which then traversed this third railway bridge. Bridge House West (**Site No. 1**) is by now featured to the immediate north of these diverted railway lines and to the north-west of the third Cross Keys Railway Bridge. Bridge House West is also shown on the western frontage of a lane that extends off the southern frontage of Bridge Road.

4.6.21 An extract from the 1931 Edition 25 inch to one mile scale Ordnance Survey (O.S.) map forms **Figure 9** of this study. This map shows that no change had taken place to the layout of the assessment site or to that of its immediate environs between 1904 and 1931.

4.6.22 An extract from the Provisional Edition six inch to one mile scale Ordnance Survey (O.S.) map of 1953 comprises **Figure 10** of this assessment. This map similarly shows. that no change had taken place to the layout of the assessment site or to that of its immediate environs between 1931 and 1953.

4.6.23 An extract from the 1:10,560 scale Ordnance Survey (O.S.) map of 1959 forms **Figure 11** of this study. This map also shows that no change had taken place to the layout of the assessment site or to that of its immediate environs between 1953 and 1959.

4.6.24 An extract from the 1:2,500 scale Ordnance Survey (O.S.) map of 1972 comprises **Figure 12** of this assessment. This map shows that by 1972, the Sutton Bridge to Kings Lynn Railway (**Site No. 30**), and the Sutton Bridge to Wisbech Railway (**Site No. 25**) had both been dismantled. Bridge House West (**Site No. 1**) is now shown on the western frontage of a section of the A17 trunk road, which then extended along the line of the present Bridge Road, thence to the west of Bridge House West and then over the present third Cross Keys Bridge (**Site No. 29**), which by 1972 had become wholly a road bridge.

4.6.25 **Figure 2** features the current layout to the assessment site.

4.6.26 It is considered from the map evidence and from a number of designated and non-designated heritage assets located in the locale of this assessment site, that it clearly lies within the bounds of the early modern and modern settlements. So it is concluded that the potential for archaeological activity and finds from these periods to be encountered on this assessment site will also be **high**, though this potential is not considered to be significant.

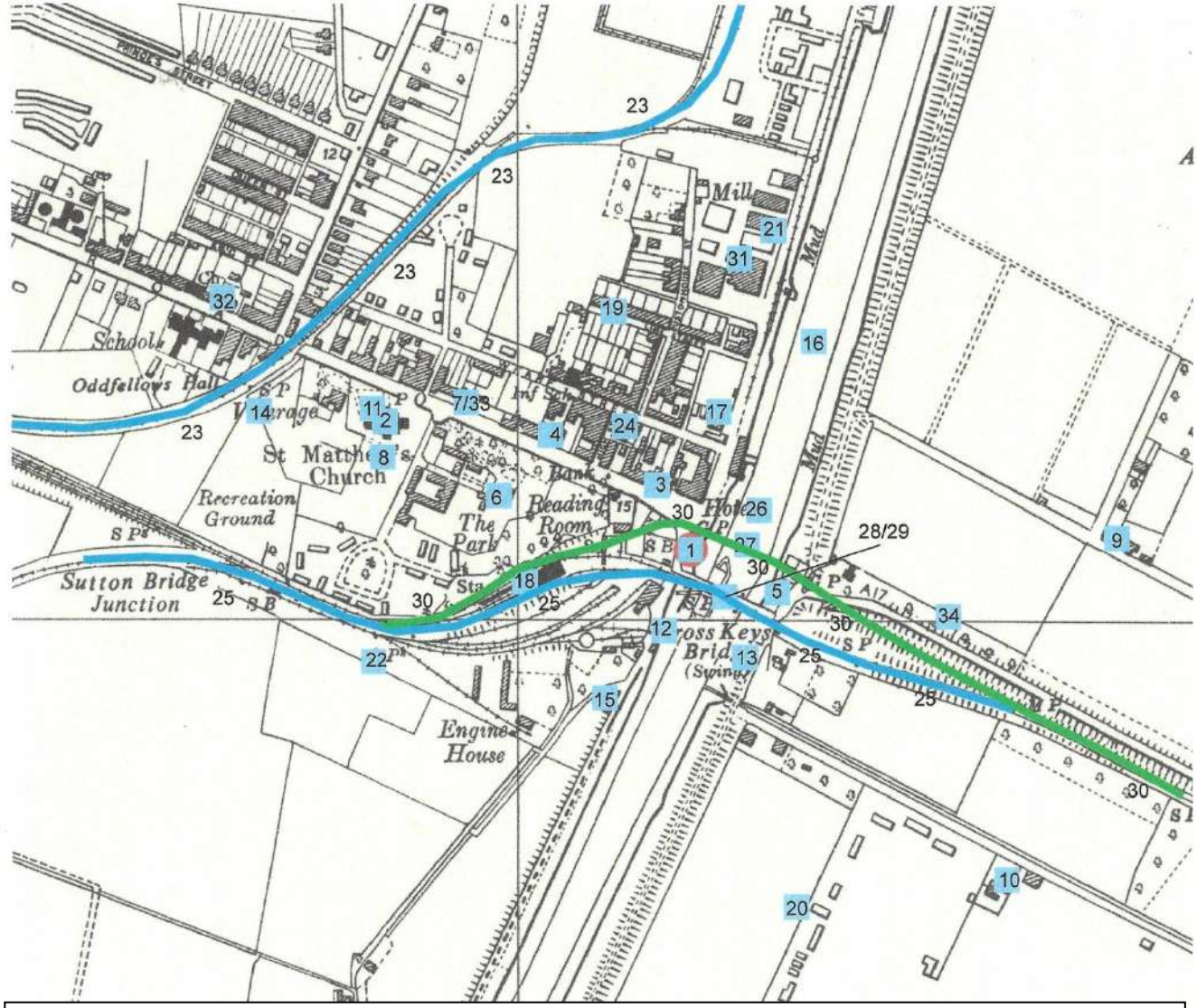


Figure 3: Cultural heritage sites within a 0.5km radius of the assessment site at an original scale of 1:10,560. The assessment site is shown outlined in red.

5. Site Conditions and the Proposed Development

5.1 Site Conditions

5.1.1 A visit to the assessment site and its environs was made by the author on the 11th of October 2025 for the purpose of recording the present appearance and locale of the proposed development site and noting any features which might indicate surviving archaeological remains. This included a digital photographic record [**Plates 1-20**]. The weather conditions were overcast with good visibility.



Plate 1: View of the setting of the assessment site, from the north



Plate 2: View of the setting of the assessment site, from the north

5.1.2 **Plate 1** presents a view of the setting of the assessment site from a northern position on West Bank. This image shows the dense screen of mature trees that extends along the northern boundary of the assessment site and shows the immediate setting of the assessment site.

5.1.3 **Plate 2** was also taken from another northern vantage point and presents a further view of the dense screen of trees along the northern boundary of the assessment site along with a grassed area and a further dense screen of mature trees, which are situated to the immediate north-west of the assessment site. This image shows the immediate setting of the assessment site.



Plate 3: View of the setting of the assessment site, from the north



Plate 4: View of the setting of the assessment site, from the north-west

5.1.4 **Plate 3** features a further view of part of the dense screen of mature tree cover along the northern boundary of the assessment site along with the second tree screen to the immediate north-west of the assessment site, from a further northern vantage point. This image shows the immediate setting of the assessment site.

5.1.5 **Plates 4-7** present a number of views all taken from the north-west, of the setting of the assessment site with the dense screen of mature tree cover that extends along the northern site boundary along with the grassed area and second screen of mature tree cover to the immediate north-west of the assessment site. Also featured in the background is the Grade II listed Bridge House West itself within the area of the

assessment site (**Site No. 1**). These images feature the immediate setting of this designated heritage asset.



Plate 5: View of the setting of the assessment site, from the north-west



Plate 6: View of the setting of the assessment site, from the west



Plate 7: View of the setting of the assessment site, from the north-west



Plate 8: View of the setting of the assessment site, from the north-west

5.1.6 **Plates 8 and 9** provide further and closer views of the Grade II listed Bridge House West (**Site No. 1**), from further north-western vantage points. These images feature the immediate setting of this designated heritage asset.



Plate 9: View of the setting of the assessment site, from the north-west



Plate 10: View of the assessment site, from the south-west

5.1.7 **Plate 10** provides a further view of the Grade II listed Bridge House West (**Site No. 1**) within the area of the assessment site, from a south-western vantage point and from the present modern A17 trunk road. Here there is a partial dense screen of mature vegetation cover with an earthen bank in the foreground, presumably created from the construction of the present modern road. This image also provides a further view of the setting of this designated heritage asset from a south-western position.

5.1.8 **Plates 11-15** present a number of further views of the setting of the assessment site, which were all taken from the north-west and west and from the line of the Bridge Road. These feature the grassed area and the second dense screen of mature tree cover to the immediate north-west of the assessment site and demonstrate that the Grade II listed Bridge House West (**Site No. 1**) and the assessment site itself cannot be directly observed from these various vantage points.



Plate 11: View of the setting of the assessment site, from the north-west



Plate 12: View of the setting of the assessment site, from the west



Plate 13: View of the setting of the assessment site, from the west



Plate 14: View of the setting of the assessment site, from the west



Plate 15: View of the setting of the assessment site, from the west



Plate 16: View of the assessment site, from the west

5.1.9 **Plate 16** presents a detailed view of the West and North Elevations of the Grade II listed Bridge House West (**Site No. 1**) and in particular shows the location of one of the proposed replacement window locations at the first floor levels of this West Elevation of the building, which is a gabled dormer window.

5.1.10 **Plate 17** provides a further detailed view of the West Elevation of the Grade II listed Bridge House West (**Site No. 1**) and in particular shows the location of one of the proposed replacement window locations at the first floor levels of this West Elevation of the building, which is a gabled dormer window.



Plate 17: View of the assessment site, from the west



Plate 18: View of the assessment site, from the south

5.1.11 **Plate 18** furnishes a detailed image of the South Elevation of the Grade II listed Bridge House West (**Site No. 1**) and in particular shows the location of the second of the proposed replacement window locations at the first floor levels of this South Elevation of the building.

5.1.12 **Plate 19** presents a general view of the assessment site, which was taken from the south-east and from the present third Cross Keys Bridge (**Site No. 29**).



Plate 19: View of the assessment site, from the south-east



Plate 20: View of the assessment site, from the north

5.1.13 **Plate 20** features a further view of the Grade II listed Bridge House West (**Site No. 1**) and in particular shows the North Elevation of the building, where no proposed development will take place.

5.1.14 As noted earlier, these are no below ground archaeological issues pertaining to this proposed development, so no archaeological activity was identified on the ground and there were no surface finds.

5.2 The Proposed Development [Figures 4 and 5]

5.2.1 This proposed development will comprise the insertion of two new replacement timber casement windows within two existing window openings, to replace two existing timber casement windows. The first of these will be at first floor levels in the West Elevation of the building within an existing gabled dormer window opening. The second replacement window will also be at first floor levels within the South Elevation of the building. **Figure 4** features the existing layouts of

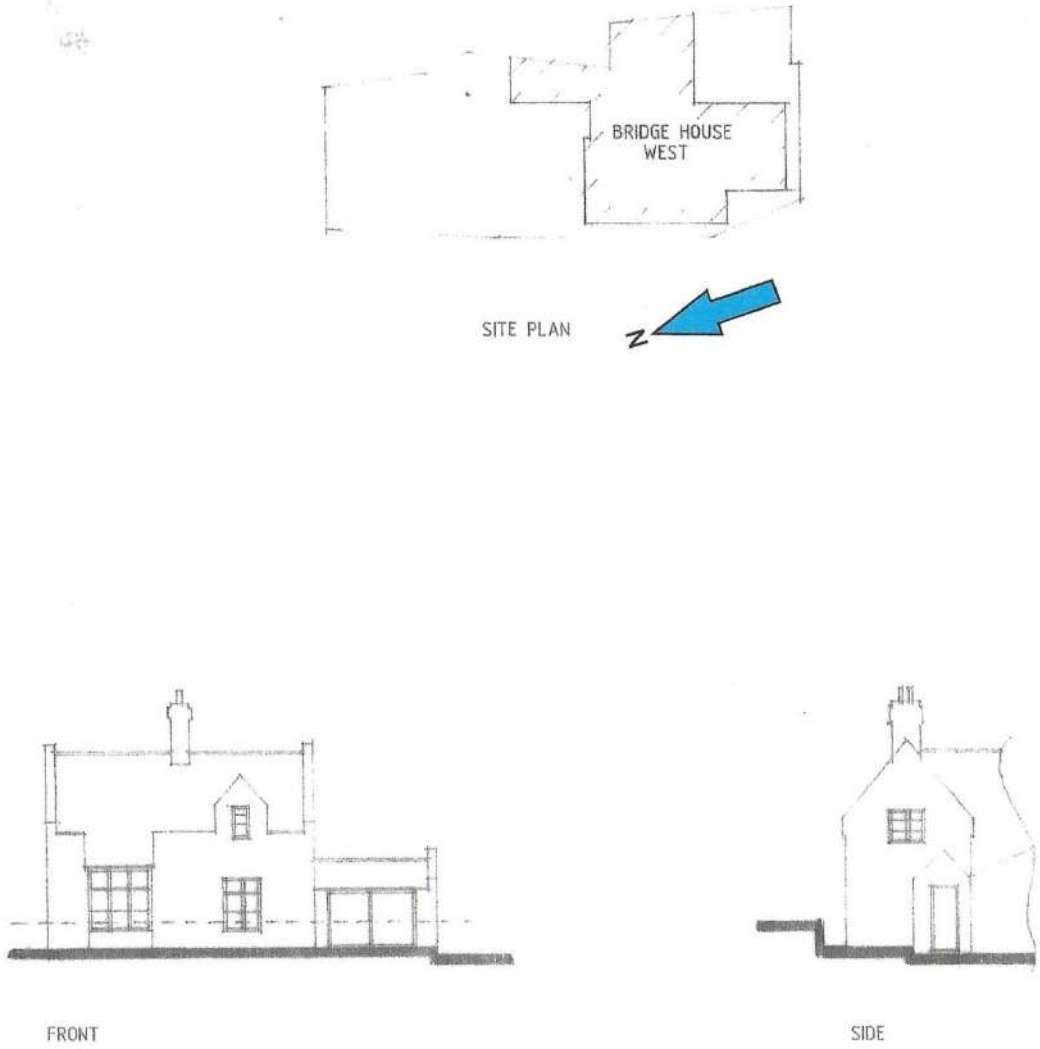


Figure 4: Plans showing the existing site layout at an original scale of 1:200 and of the existing West (Front) and South (Side) Elevations of Bridge House West at original scales of 1:100, (extracts from Architects plans).

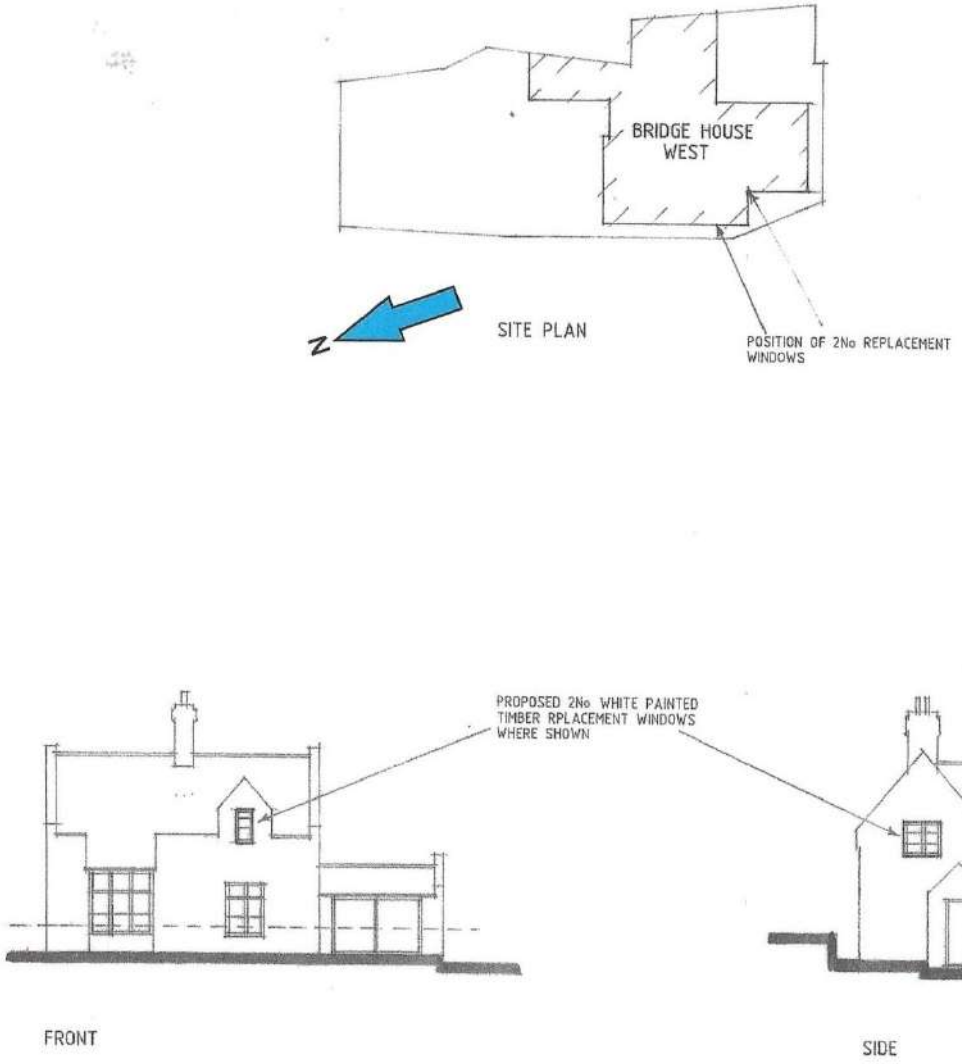


Figure 5: Plans showing the proposed site layout at an original scale of 1:200 and of the proposed West (Front) and South (Side) Elevations of Bridge House West at original scales of 1:100, (extracts from Architects plans).

these West and South Elevations, whilst **Figure 5** shows the proposed layout of the West and South Elevations of this building. It is considered that this development proposal represents a very limited and very minor alterations to the fabric of this existing Grade II listed building.

5.2.2 This study has concluded that there will be a **high** potential for archaeological activity and finds from the late post-medieval, early modern and modern periods to be encountered on this assessment site, though the early modern/modern potential is not considered to be significant. This high potential is defined by the location of this assessment site within the historic cores of the late post-medieval and early modern/modern settlements. However, as no below ground site groundworks will be required for this development proposal, there will be no concomitant below ground archaeological issues associated with this development proposal.

5.2.3 An important consideration is that as this assessment site includes a Grade II listed building within it, any proposed alterations, (however minor) to the external appearance and setting that will be made to this designated heritage asset, will be material considerations in respect of any decision to be made regarding the granting of listed building consent for this development proposal.

5.2.4 The Grade II listed building of Bridge House West is by virtue of this statutory listing, a designated heritage asset of **high** significance. The listing describes this building as a lodge of mid 19th century origin. It has been determined that this building was constructed in 1840 as a bridge keepers cottage or toll house for the second and now demolished Cross Keys Railway Bridge (**Site No. 27**), and was related to the collection of bridge tolls (pers. comm. Mrs E. Rowe).

5.2.5 The **setting** of this Grade II listed mid 19th century building is defined by its current boundary curtilage and by its situation on land that is set back from the southern frontage of Bridge Road in an immediate sense and in a wider context by its situation within the historic cores of the late post-medieval, early modern and modern settlements of Sutton Bridge.

5.2.6 It is considered (and as was noted earlier), that this development proposal will involve only very limited and very minor alterations to the appearance of this designated heritage of **high** significance with **no considered material impact** upon its immediate or wider settings and will have a **slight beneficial/positive impact** to its appearance. This development proposal will also provide an improvement to the existing build fabric of this designated heritage asset, thus contributing to its longevity and long term conservation. The immediate setting of this heritage asset should also be taken into consideration and in particular the dense screens of mature tree cover in the immediate vicinity of this heritage asset in the determination of any listed building consent. So it is considered that this development proposal will have **no impact** upon the setting with **no change** to the **high significance** of this designated heritage asset.

5.3 Impact Setting

5.3.1 English Heritage published guidance concerning the assessment of effects on the setting of heritage assets [*The Setting of Heritage Assets, 2011*]. This guidance proposed a five staged programme of assessment:

1 identifying the affects affected;

2 assessing the contribution setting makes to significance;

3 assessing the effect of the proposed development;

4 maximising enhancement and minimising harm; and

5 making and monitoring the decision and outcomes.

The methodology adopted for the purposes of this assessment, the details of which are set out below, has had regard to and is broadly based upon the five staged programme of assessment referred to in this aforementioned guidance.

5.3.2 The methodology adopted for the purposes of this assessment consisted of a staged approach as follows:

Step 1: The baseline heritage assets located within the study area whose setting is likely to be affected by the development are identified and their heritage significance described as require by *NPPF*.

Step 2: The setting of each heritage asset forming part of the baseline is identified and described. The contribution which setting makes to the heritage significance of the asset is then determined.

Step 3: The magnitude of the impact on the heritage significance of each heritage asset is identified. This is a measure of the degree to which the heritage significance of the asset will be increased or diminished by the proposed development. Where the only potential impact is the setting of the heritage asset, only that part of the heritage significance derived from its setting can be affected. The assessment of magnitude of impact must therefore be weighed proportionately.

5.3.3 The criteria used in this assessment to assign a value to impact magnitude are set out as follows:

Magnitude of Impact	**Definition**
Substantial adverse	Total loss or major alterations of the assets or change in its setting, leading to the total loss or major reduction in the significance of the asset.
Moderate adverse	Partial loss or alteration of the assets or change in its setting leading to the partial loss or reduction in the significance of the asset.
Slight adverse	Slight change from pre-development conditions to the asset or change in its setting leading to the slight loss or reduction in the significance of the asset.
Negligible	No change or very slight change to the asset or change in its setting resulting in no change or reduction in the significance of the asset.
Slight positive	Slight improvement to the asset or change in its setting which slightly enhances the significance of the asset.
Moderate positive	Moderate improvement to the asset or change in its setting which moderately enhances the significance of the asset.
Substantial positive	Major improvement to the asset or change in its setting which substantially enhances the significance of the asset.

Step 4: Having identified the magnitude of impact, the sensitivity of an asset to impacts on its heritage significance is considered by reference to the heritage importance of the asset and the policy protection it is afforded in statute or policy. The criteria used to signify the level of heritage importance assigned to each of the assets included within this assessment is set out below:

Heritage Importance	**Criteria**

High	World Heritage Sites; Scheduled Monuments; Archaeological sites of schedulable quality and importance; Listed buildings and their settings; Registered Parks and Gardens and their settings; Registered Battlefields; Conservation Areas.
Medium	Local authority designated sites e.g. locally listed buildings and their settings; undesignated archaeological sites of demonstrable regional importance.
Low	Sites with specific and substantial importance locally.
Unimportant	Destroyed, non-antiquities, random stray finds, buildings of no architectural merit
Uncertain	Insufficient evidence to judge importance

5.3.4 Heritage Assets

5.3.5 The Grade II Listed Nos. 8 and 10, Bridge Road, (Site No. 3), early 19th century house

5.3.6 Distance from proposed development: c.50m to the north-west of the assessment site.



View of the setting of the Grade II Listed Nos., 8 and 10, Bridge Road, from the east

5.3.7 Significance: the **high** significance of this designated heritage asset comprising a Grade II listed house dating to the early 19th century, is derived from its statutory Grade II listing as a building of local historical and architectural importance, from its location within the late post-medieval, early modern and modern settlements of Sutton Bridge and as a locally significant domestic vernacular building.

5.3.8 Setting: the immediate setting of this designated heritage asset is defined by its boundary curtilage and by its location on the northern frontage of Bridge Road and in a wider context by its situation within the late post-medieval, early modern and modern settlements of Sutton Bridge.



View of the Grade II Listed Nos., 8 and 10, Bridge Road, from the south-east



View of the Grade II Listed Nos., 8 and 10, Bridge Road, from the south-east

5.3.9 **Impact Assessment:** this designated heritage asset of **high** significance comprising a Grade II listed house dating to the early 19th century, is situated in close proximity and to the north-west of this assessment site. However, it may only be partially and obliquely observed from the assessment site itself, due to the dense screen of mature tree cover to the immediate north-west of the assessment site. Despite this and because the proposed development will only involve very limited alterations to the build fabric and appearance of the Grade II listed Bridge House West within the area of the assessment site, it is considered that there will be **no impact** on this designated heritage asset from the proposed development on the assessment site with **no change** to its setting and **no change** to its significance.



View of the setting of the Grade II Listed Nos., 8 and 10, Bridge Road, from the south



View of the setting of the Grade II Listed Nos., 8 and 10, Bridge Road, from the south-east



View of the setting of the Grade II Listed Nos., 8 and 10, Bridge Road, from the west



View of the setting of the Grade II Listed Nos., 8 and 10, Bridge Road, from the west

5.3.10 The Grade II listed former New Inn, Bridge Road, (now The Boathouse public house), (Site No. 4), mid 18th century public house

5.3.11 Distance from proposed development: c.200m to the north-west of the assessment site.

5.3.12 Significance: the **high** significance of this designated heritage asset comprising a Grade II listed mid 18th century public house, is derived from its statutory Grade II listing as a building of local historical and architectural importance, from its location within the late post-medieval, early modern and modern settlements of Sutton Bridge, as a locally significant domestic vernacular building and as an extant locally significant cultural, economic and social asset of longstanding and long antiquity.



View of the of the setting of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the east



View of the of the setting of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the east

5.3.14 **Setting:** the immediate setting of this designated heritage asset is defined by its boundary curtilage and by its location on the northern frontage of Bridge Road and in a wider context by its situation within the late post-medieval, early modern and modern settlements of Sutton Bridge.

5.3.15 **Impact Assessment:** this designated heritage asset of **high** significance comprising a Grade II listed mid 18th century public house, is situated well to the north-west of the assessment site and cannot be directly observed from the assessment site itself due to the dense and mature tree cover that is situated to the immediate north-west of the assessment site. So it is considered that there will be **no impact** on this designated heritage asset from the proposed development on the assessment site, with **no change** to its setting and **no change** to its significance.



View of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the south-east



View of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the south-west



View of the of the setting of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the south-west



View of the of the setting of the Grade II Listed former New Inn, (now The Boathouse public house), Bridge Road, from the south-west

5.3.16 The Grade II Listed Nos. 64, 66 and 68, Bridge Road, (Site No. 7), terrace of three early 19th century houses

5.3.17 Distance from proposed development: c.240m to the north-west of the assessment site.

5.2.18 Significance: the **high** significance of this designated heritage asset comprising a Grade II listed terrace of three early 19th century houses, are derived from their statutory Grade II listing as a building of local historical and architectural importance, from their location within the late post-medieval, early modern and modern settlements of Sutton Bridge and as a domestic vernacular building of local significance.



View of the setting of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the east



View of the setting of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the east

5.2.19 **Setting:** the immediate setting of this designated heritage asset is defined by its boundary curtilage and by its location on the northern frontage of Bridge Road and in a wider context by its location within the late post-medieval, early modern and modern settlements of Sutton Bridge.

5.3.20 **Impact Assessment:** this designated heritage asset of **high** significance comprising a Grade II listed terrace of three early 19th century houses, are situated well to the north-west of the assessment site and cannot be directly observed from the assessment site itself. So it is considered that there will be **no impact** on this designated heritage asset from the proposed development on the assessment site, with **no change** to its setting and **no change** to its significance.



View of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the south-east



View of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the south-west



View of the setting of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the south-west



View of the setting of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the west



View of the setting of the Grade II Listed Nos. 64, 66 and 68, Bridge Road, from the west

5.3.21 The Grade II Listed Parish Church of St. Matthew, Bridge Road, (Site No. 2), built in 1843

5.3.22 Distance from proposed development: c.320m to the north-west of the assessment site.



View of the setting of the Grade II listed parish church of St Matthew, Bridge Road, from the east

5.3.23 Significance: the **high** significance of this designated heritage asset comprising a Grade II I listed parish church constructed in 1843, is derived from its statutory listing as a building of local historical and architectural importance, its central location within the historic core of the late post-medieval and early modern/modern settlements of Sutton Bridge and as a principal building of high social status within these late post-medieval and early modern settlements.



View of the setting of the Grade II listed parish church of St Matthew, Bridge Road, from the east



View of the Grade II listed parish church of St Matthew, Bridge Road, from the east

5.3.24 **Setting:** the setting of this building in an immediate sense is determined by the boundary curtilage of its associated parish churchyard and by its position on the southern frontage of Bridge Road and in a wider context by its location within the late post-medieval and early modern/modern settlements of Sutton Bridge.

5.3.25 **Impact Assessment:** this designated heritage asset of high significance is situated well tp the west of the assessment site, such that it cannot be directly observed from the assessment site itself. So it is concluded that there will be **no impact** on this heritage asset from the proposed development on this assessment site, with **no impact** on its setting with **no change** to its **high** significance.



View of the Grade II listed parish church of St Matthew, Bridge Road, from the north-east



View of the Grade II listed parish church of St Matthew, Bridge Road, from the north



View of the Grade II listed parish church of St Matthew, Bridge Road, from the north

5.3.26 The Sutton Bridge War Memorial, unveiled in 1920, (Site No. 11)

5.3.27 **Distance from proposed development**: c.320m to the north-west of the assessment site.



View of the Sutton Bridge War Memorial, from the north-east

5.3.28 Significance: the **medium** significance of this undesignated heritage asset comprising a War Memorial that was unveiled in 1920, is derived from its local social and cultural importance as a war memorial; that is dedicated to the local fallen of the First and Second World Wars.

5.3.29 **Setting:** the setting of this undesignated heritage asset is determined in an immediate sense by its situation as a grouped heritage asset within the local parish churchyard and within a wider context by its location within late post-medieval, early modern and modern settlements of Sutton Bridge.

5.3.30 **Impact Assessment:** this undesignated designated heritage asset is situated well to the west of the assessment site and cannot be directly viewed from the assessment site itself. So it is considered that there will be **no impact** from any proposed development on the assessment site with **no change** to the setting of this heritage asset and **no change** to its significance.

5.3.31 The Churchyard of the Parish Church of St. Matthew, Bridge Road, (Site No. 8)

5.3.32 **Distance from proposed development**: c.320m to the north-west of the assessment site.



View of the parish churchyard of the parish chuch of St Matthew, from the east

5.3.33 **Significance:** the **medium** significance of this undesignated heritage asset is derived from its local importance as an asset of local cultural, social and ecclisatastical significance that is associated with the local parish church.

5.3.34 **Setting:** the setting of this undesignated heritage asset is defined in an immediate sense by its grouped boundary curtilage as a grouped heritage asset within the general context of and close assocation with the local parish church, and in a wider context by its central location within the historic cores of the late post-medieval, early modern and modern settlements of Sutton Bridge.

5.3.35 **Impact Assessment:** this undesignated heritage asset is sitiated well to the west of the assessment site and cannot be direcly obseved from the assessment site itself. So it is considered that there will be **no impact** from any proposed development on the assessment site with **no change** to the setting of this heritage asset and **no change** to its significance.



View of the parish churchyard of the parish chuch of St Matthew, from the east



View of the parish churchyard of the parish chuch of St Matthew, from the north-west



View of the parish churchyard of the parish chuch of St Matthew, from the west



View of the parish churchyard of the parish chuch of St Matthew, from the west

5.3.36 The Grade II* Listed Third Cross Keys Bridge, Sutton Bridge, (Site No. 29), constructed between 1894-7

5.3.37 **Distance from proposed development**: situated to the immediate south-east of the assessment site.

5.3.38 **Significance:** the **high** significance of this designated heritage asset comprising a Grade II* listed former railway bridge (now a road bridge) that was constructed between 1894-7, is derived from its statutory Grade II* listing, (which is of national significance), as a structure of local historical and architectural importance, from its location within the early modern and modern settlements of Sutton Bridge and as an extant structure of local economic and social importance of longstanding.



View of the Grade II* listed Third Cross Keys Bridge, from the north



View of the Grade II* listed Third Cross Keys Bridge, from the west

5.3.39 **Setting:** the immediate setting of this designated heritage asset is defined by its boundary curtilage and by its location on the line of the present modern A17 trunk road, which it spans and in a wider context by its situation within the early modern and modern settlements of Sutton Bridge.

5.3.40 **Impact Assessment:** this designated heritage asset of **high** significance comprising a Grade II* listed extant former railway bridge (now a road bridge), that was constructed between 1894-7, can be directly observed from the assessment site itself due to its close proximity to the immediate south-east of the assessment site. However, it is considered that because the proposed development will only involve very limited alterations to the build fabric and appearance of the Grade II listed Bridge House West within the nearby area of the assessment site, that there will be **no impact** on this designated heritage asset from the proposed development on the assessment site, with **no change** to its setting and **no change** to its significance.

5.3.41 The Site of the Second Cross Keys Railway Bridge, (Site No. 27), constructed in 1850

5.3.42 Distance from proposed development: situated to the immediate north-east of the assessment site.



View of the site of the Second Cross Keys Railway Bridge, from the north

5.3.43 Significance: the **medium** significance of this undesignated heritage asset, which comprises the site of a former railway bridge that was constructed in 1850 and was the precursor of the present road bridge (**Site No. 29**), is derived from its local importance as a buried industrial archaeological site of local importance.

5.3.44 **Setting:** the setting of this undesignated heritage asset is somewhat difficult to define, since it is a buried industrial archaeological site, the remains of which have already probably been removed. Hence its former setting may also have gone and so is now considered to be a **non issue**.

5.3.45 **Impact Assessment**: although this undesignated heritage asset comprising a buried industrial archaeological site is situated to the immediate north-east of the assessment site and may be directly observed from it, the remains of this archaeological site will probably have already been removed. So it is considered that there will be **no impact** on this undesignated heritage asset from the proposed development on the assessment site, with **no change** to its setting, (which may also have already been removed) and **no change** to its significance.

5.3.46 The Site of the First Cross Keys Railway Bridge, (Site No. 26), constructed by 1830

5.3.47 Distance from proposed development: situated to the immediate north-east of the assessment site.

5.3.48 Significance: the **medium** significance of this undesignated heritage asset, which comprises the site of a former bridge over the Rive Nene, which had been completed by 1830, is derived from its local importance as a buried industrial archaeological site and from its local historical importance as the first bridge over the river at this crossing point.



View of the site of the former first Cross Keys Bridge, from the north

5.3.49 **Setting:** the setting of this undesignated heritage asset is somewhat difficult to define, since it is a buried industrial archaeological site, the remains of which have already probably been removed. Hence its former setting may also have gone and so is now considered to be a **non issue**.

5.3.50 **Impact Assessment:** although this undesignated heritage asset comprising a buried industrial archaeological site is situated to the immediate north-east of the assessment site and may be directly observed from it, the remains of this archaeological site will probably have already been removed. So it is considered that there will be **no impact** on this undesignated heritage asset from the proposed development on the assessment site, with **no change** to its setting, (which may also have already been removed) and **no change** to its significance.

5.3.51 The Line of the former Sutton Bridge to King's Lynn Railway, (Site No. 30)

5.3.52 Distance from proposed development: situated to the immediate north, north-west, west and north-east of the assessment site.

5.3.53 **Significance:** the **medium** significance of this undesignated heritage asset, which comprises the site of a former railway line that was opened in 1864 and dismantled by c.1970, is derived from its local importance as a buried industrial archaeological site, as a former locally significant local transportation route of former local commercial, economic and cultural importance and as a former local economic, social and cultural asset.

5.3.54 **Setting:** the setting of this undesignated heritage asset is somewhat difficult to define, since it is a buried industrial archaeological site, the remains of which have already probably been removed. Hence its former setting may also have gone and so is now considered to be a **non issue.**

5.3.55 Impact Assessment: although this undesignated heritage asset comprising a buried industrial archaeological site is situated to the immediate north, north-east and north-west of this assessment site and may be directly observed from it, the remains of this industrial archaeological site will probably have already been removed. So it is considered that there will be **no impact** on this undesignated heritage asset from the proposed development on the assessment site, with **no change** to its setting, (which may also have already been removed) and **no change** to its significance.



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the north



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the north



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the east



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the east



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the east



View of the site of the former Sutton Bridge to King's Lynn Railway Line, from the north-east

5.3.56 Site of the Former Sutton Bridge to Wisbech Railway Line, (Site No. 25)

5.3.57 Distance from proposed development: situated to the immediate south, south-west and south-east of the assessment site.

5.3.58 **Significance:** the **medium** significance of this undesignated heritage asset, which comprises the site of a former railway line that was opened in 1866 and dismantled by c.1970, is derived from its local importance as a buried industrial archaeological site, as a former locally significant local transportation route of former local commercial, economic and cultural importance and as a former local economic, social and cultural asset.



View of the site of the former Sutton Bridge to Wisbech Railway Line, from the west



View of the site of the former Sutton Bridge to Wisbech Railway Line, from the north

5.3.59 **Setting:** the setting of this undesignated heritage asset is somewhat difficult to define, since it is a buried industrial archaeological site, the remains of which have already probably been removed. Hence its former setting may also have gone and so is now considered to be a **non issue.**

5.3.60 **Impact Assessment:** although this undesignated heritage asset comprising a buried industrial archaeological site is situated to the immediate south, south-east and south-west of this assessment site and may be directly observed from it, the remains of this industrial archaeological site will probably have already been removed. So it is considered that there will be **no impact** on this undesignated heritage asset from the proposed development on the assessment site, with **no change** to its setting, (which may also have already been removed) and **no change** to its significance.



View of the site of the former Sutton Bridge to Wisbech Railway Line, from the north-east



View of the site of the former Sutton Bridge to Wisbech Railway Line, from the north-east

6. Conclusions

6.1 This study has not identified any evidence for archaeological activity and finds from the various prehistoric periods and from the Romano-British, Anglo-Saxon and medieval periods to be encountered on this assessment site, the potential for which is considered to be **low**.

6.2 From the documentary research that has been undertaken for this study, it is clear that the settlement of Sutton Bridge has at least late post-medieval origins. It is also considered that this assessment site lies within the historic core of this late post-medieval settlement. Consequently, it is concluded that the potential for late post-medieval archaeological activity and finds to be made of this assessment site, will be **high**.

6.3 It is considered that both from the same documentary research and also from the map evidence which have been undertaken for this study, that this assessment site also lies within the historic cores of the early modern and modern settlements. So it is considered that the potential for early modern and modern archaeological activity and finds to be found on this assessment site, will also be **high,** though this potential is not considered to be significant.

6.4 Notwithstanding this identified **high** archaeological potential and as the application for listed building consent for the proposed development here will not require any below ground site groundworks and will only involve very limited alterations to an existing Grade II listed building, it is considered that there will be no associated below ground archaeological issues relating to this development proposal.

6.5 This study has established that the Grade II listed building within the area of this assessment site known as Bridge House West, is of mid 19th century origin and formerly served as the toll keepers cottage to the contemporary second Cross Keys Bridge, now demolished. Bridge House West is by virtue of this statutory listing, a designated heritage asset of **high** significance. This study has also concluded that the setting of this Grade II listed building is determined in an immediate sense by its current boundary curtilage and by its location on land that is set back from the southern frontage of the Bridge Road and in a wider context by its position within the historic cores of the late post-medieval, early modern and modern settlement of Sutton Bridge.

6.6 This assessment has also considered that the development proposal, which will involve the insertion of two new replacement timber casement windows within two existing window openings to replace two existing timber casement windows, will only involve very limited and very minor alterations to the fabric of this Grade II listed building. It is considered in turn that this development proposal will involve only very limited and very minor alterations to the appearance of this designated heritage asset of **high** significance with **no considered material impact** upon its immediate or wider settings and will have a **slight beneficial/positive impact** to its appearance. This development proposal will also provide an improvement to the existing build fabric of this designated heritage asset, thus contributing to its longevity and long term conservation.

6.7 This study further considers that the immediate setting of this heritage asset should also be taken into consideration and in particular the dense screens of mature tree and vegetation cover in the immediate vicinity of this heritage asset as significant material considerations in the determination of any listed building consent. This study concluded that this development proposal will have **no impact** upon the setting and **no change** to the **high significance** of this designated heritage asset.

6.8 With this significant consideration in mind, this study further considers that following a detailed review/assessment of other nearby designated and undesignated heritage assets, that the very limited nature and scope of this development proposal will have **no impact** upon these various nearby heritage assets with **no change** to their respective settings and to their respective significances. This is considered to be the case in particular with the nearby Grade II listed Nos. 8 and 10, Bridge Road, to the north-west, which may be partially observed from this assessment site and the nearby Grade II* listed third Cross Keys Bridge to the south east, which may be directly observed from the assessment site.

7.0 Acknowledgements

7.1 I would like to thank Mr. Brian Gilham of Status Design and his client - Mrs. E. Rowe for commissioning this desk based heritage impact assessment and for arranging access to the assessment site. Thanks are also extended to the staff of the

Lincolnshire Historic Environment Record and of the Lincolnshire Archives for their kind assistance.

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Extract from the First Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1888, map sheet no. Lincolnshire 144.7.

Extract from the Second Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1904, map sheet no. Lincolnshire 144.7.

Extract from the 1931 Edition 25 inch to one mile scale Ordnance Survey (O.S.) map, map sheet no. Lincolnshire 144.7.

Extract from the Provisional Edition six inch to one mile Ordnance Survey (O.S.) map of 1953, map sheet no. Lincolnshire 144NE.

Extract from the 1:10,560 scale Ordnance Survey (O.S.) map of 1959, map sheet no. TF 42 SE.

Extract from the 1:2,500 scale Ordnance Survey (O.S). map of 1972, map sheet no. TF4821-4921.

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Figure 6: Extract from a map of an estate belonging to the President and Governors of Guy's Hospital in the Parishes of Sutton St Mary, Tydd St Mary, Gedney, Lutton and Wingland in the County of Lincoln (1870), (Archive ref:; Misc Don 147/1-4). The assessment site is shown encircled in red.

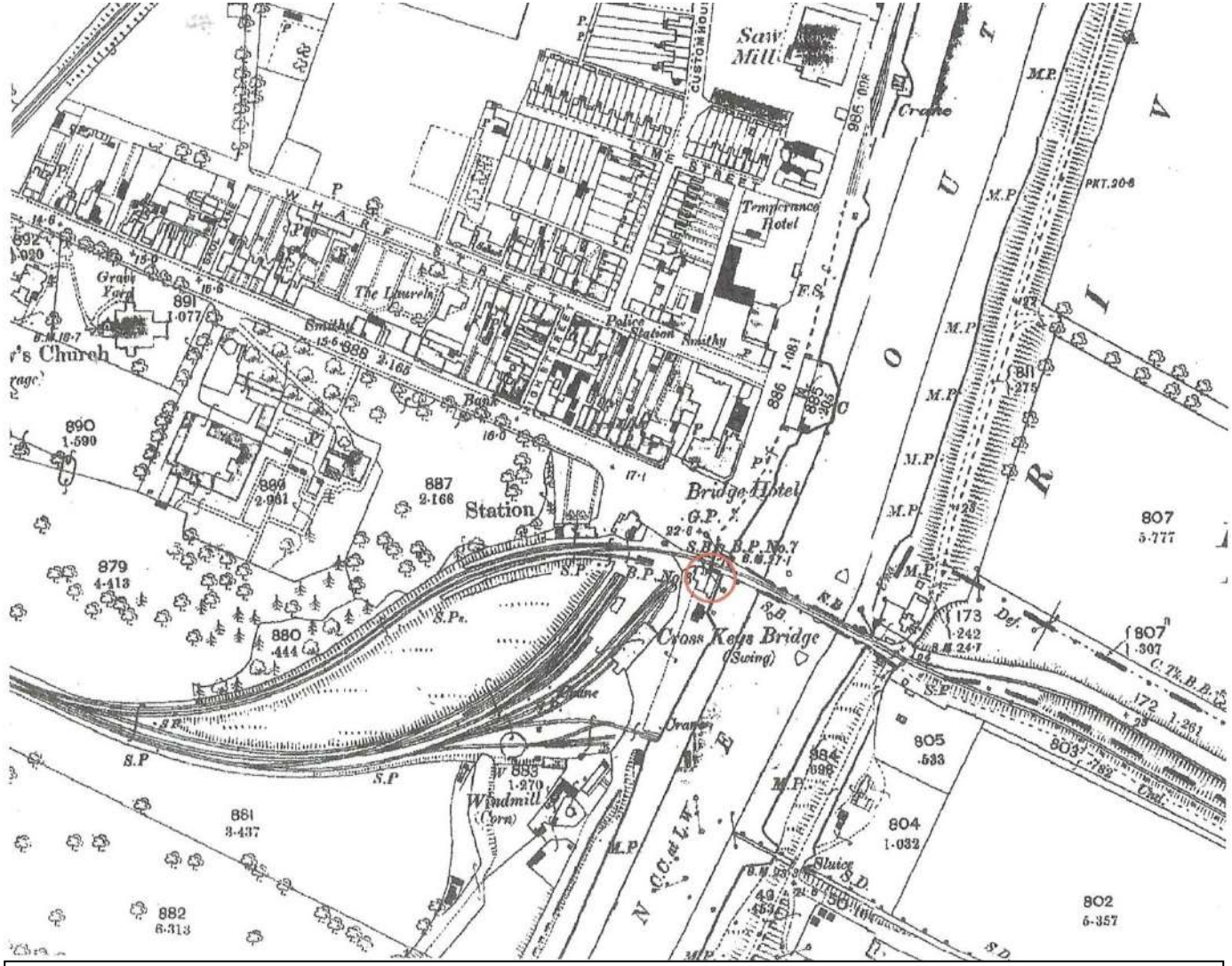


Figure 7: Extract from the First Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1888, map sheet no. Lincolnshire 144.7. The assessment site is shown encircled in red.

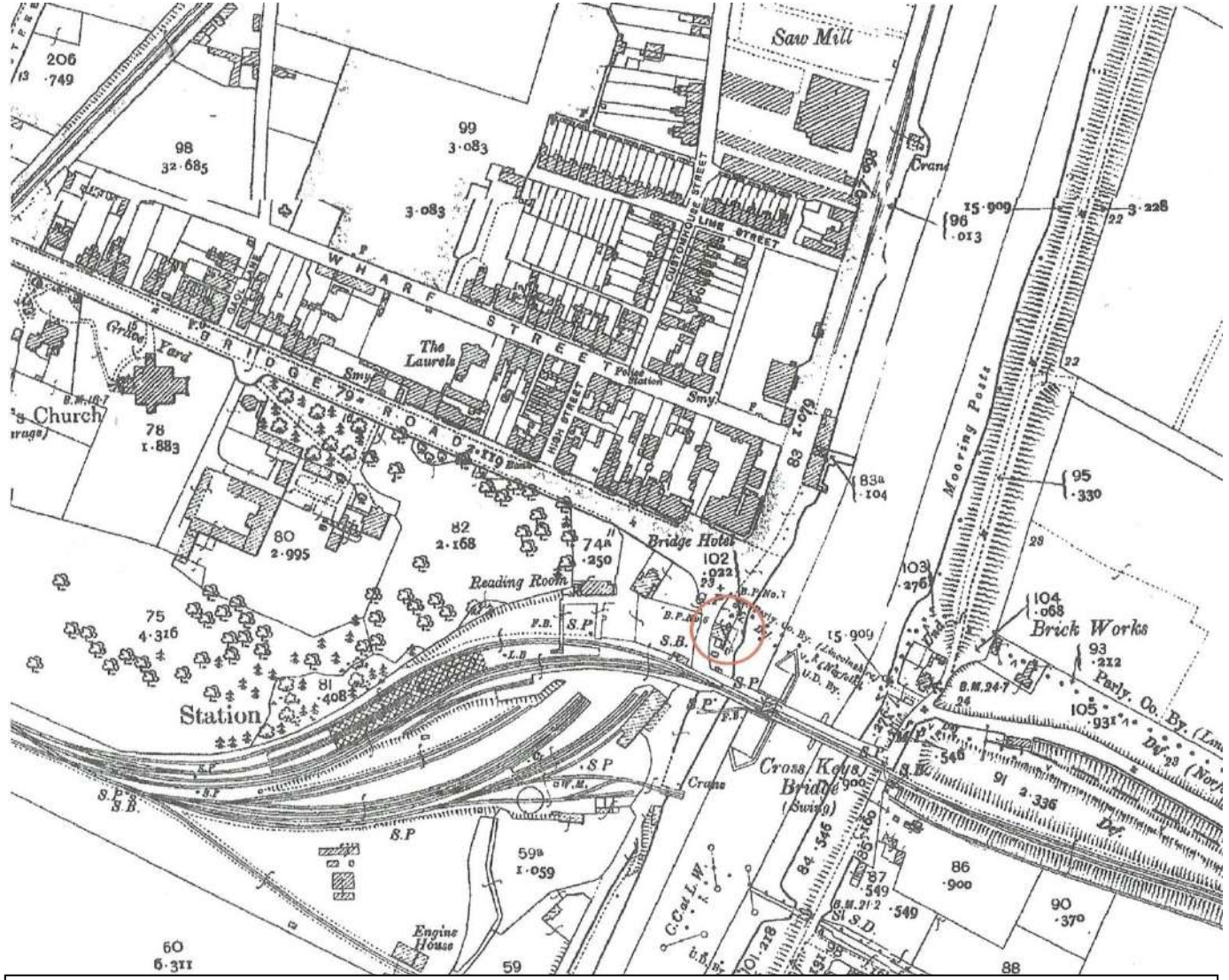


Figure 8: Extract from the Second Edition 25 inch to one mile scale Ordnance Survey (O.S.) map of 1904, map sheet no. Lincolnshire 144.7. The assessment site is shown encircled in red.

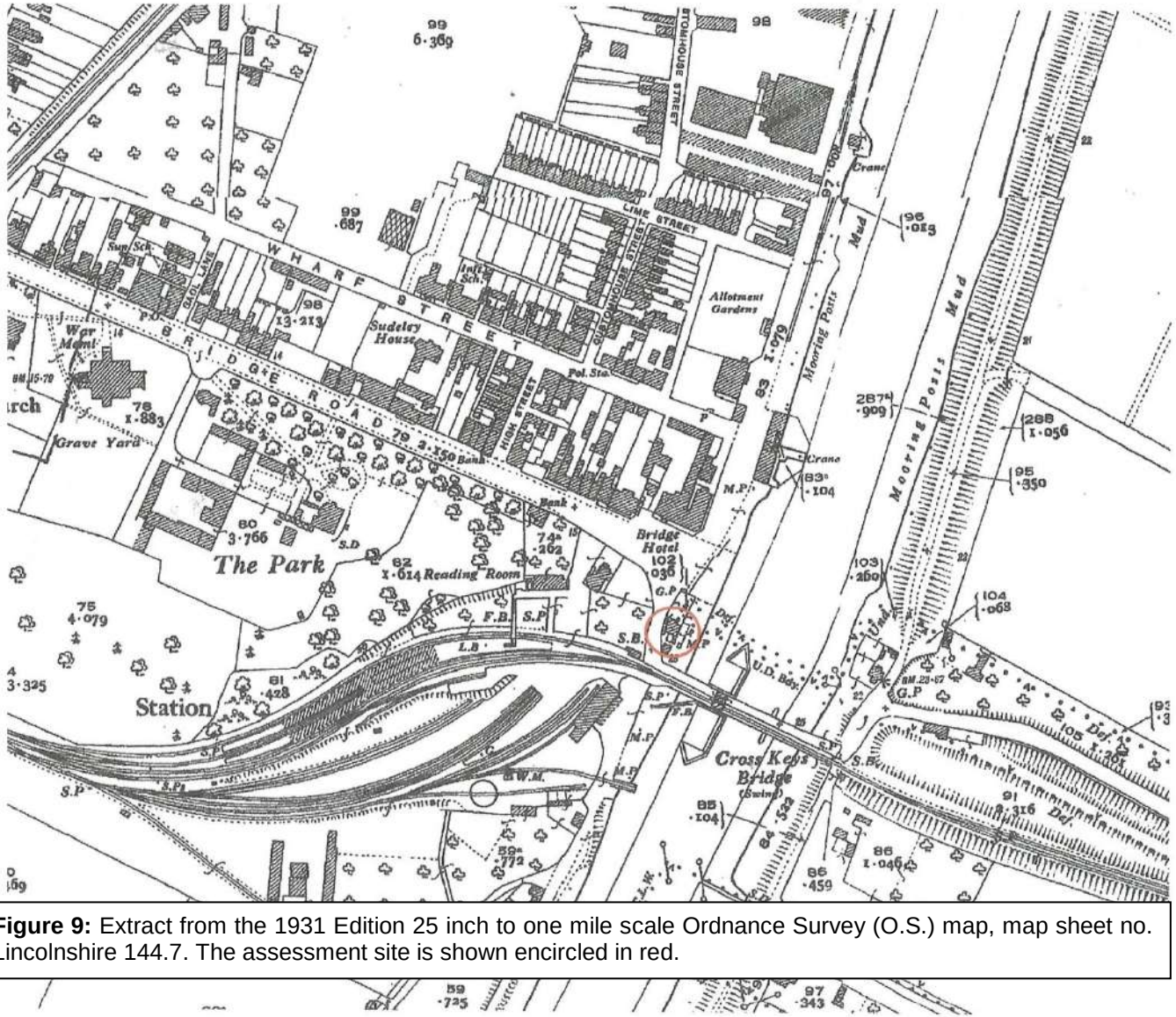


Figure 9: Extract from the 1931 Edition 25 inch to one mile scale Ordnance Survey (O.S.) map, map sheet no. Lincolnshire 144.7. The assessment site is shown encircled in red.

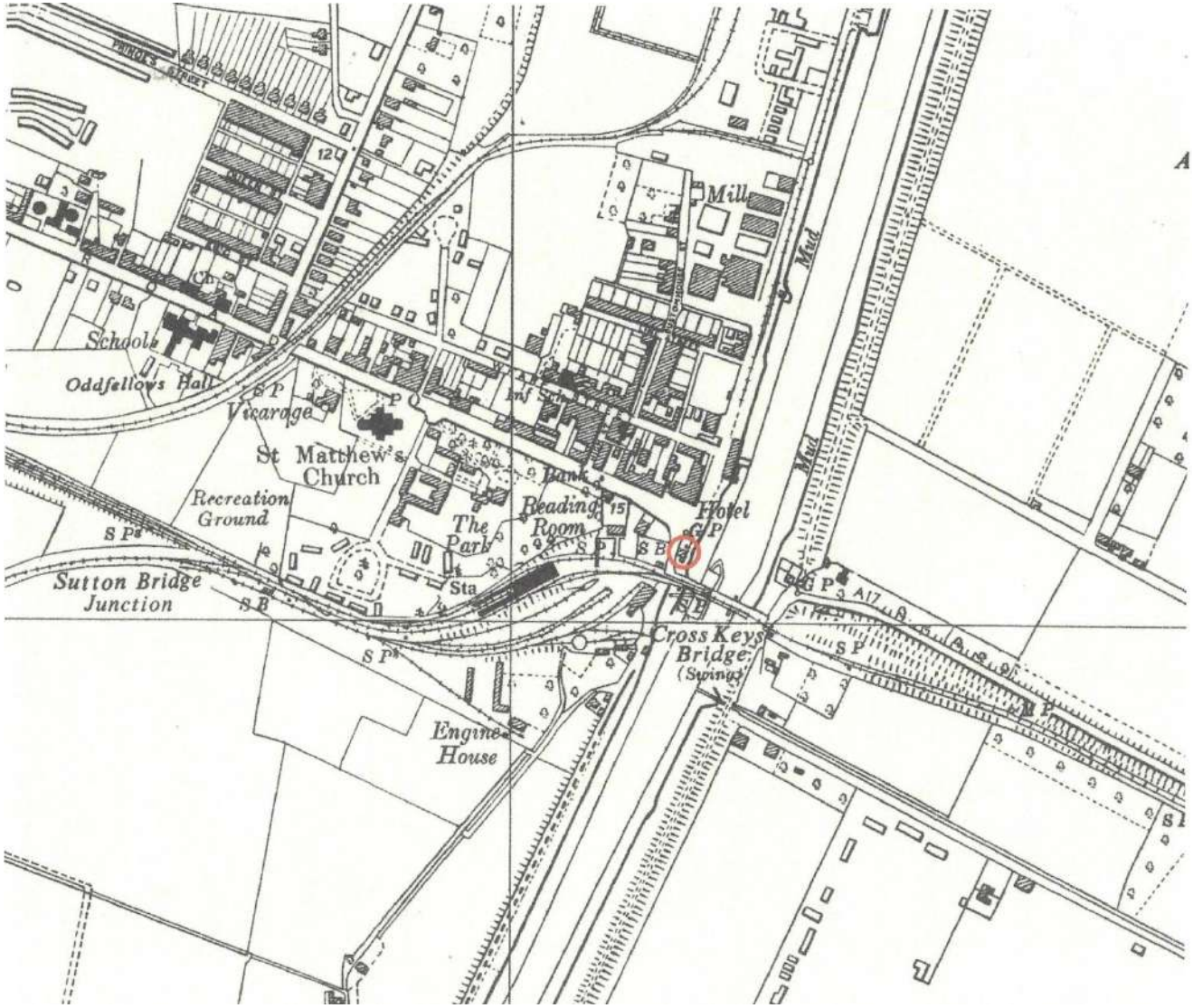


Figure 10: Extract from the Provisional Edition six inch to one mile scale Ordnance Survey (O.S.) map of 1953, map sheet no. Lincolnshire 144NE. The assessment site is shown encircled in red.

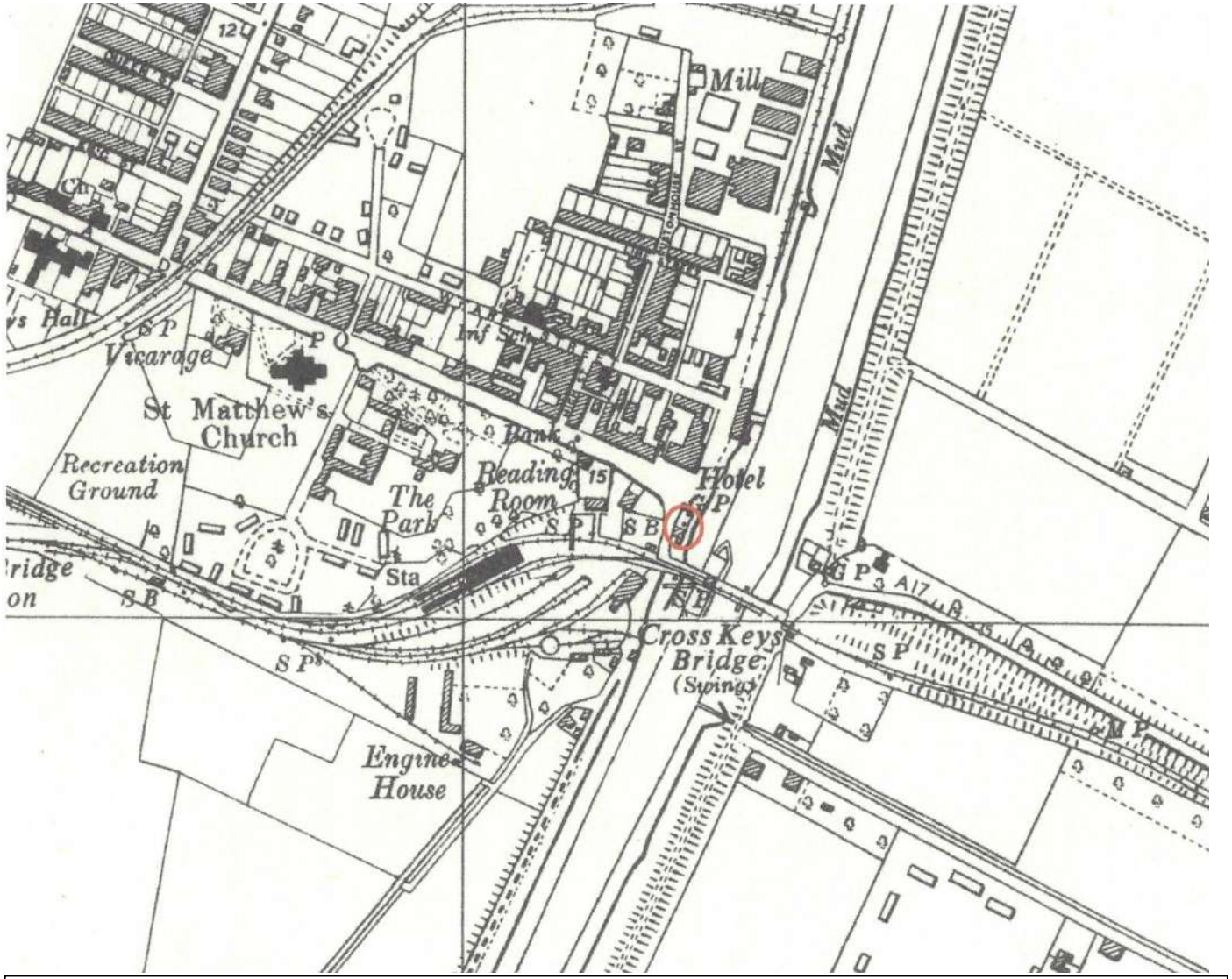


Figure 11: Extract from the 1:10,560 scale Ordnance Survey (O.S.) map of 1959, map sheet no. TF 42 SE. The assessment site is shown encircled in red.

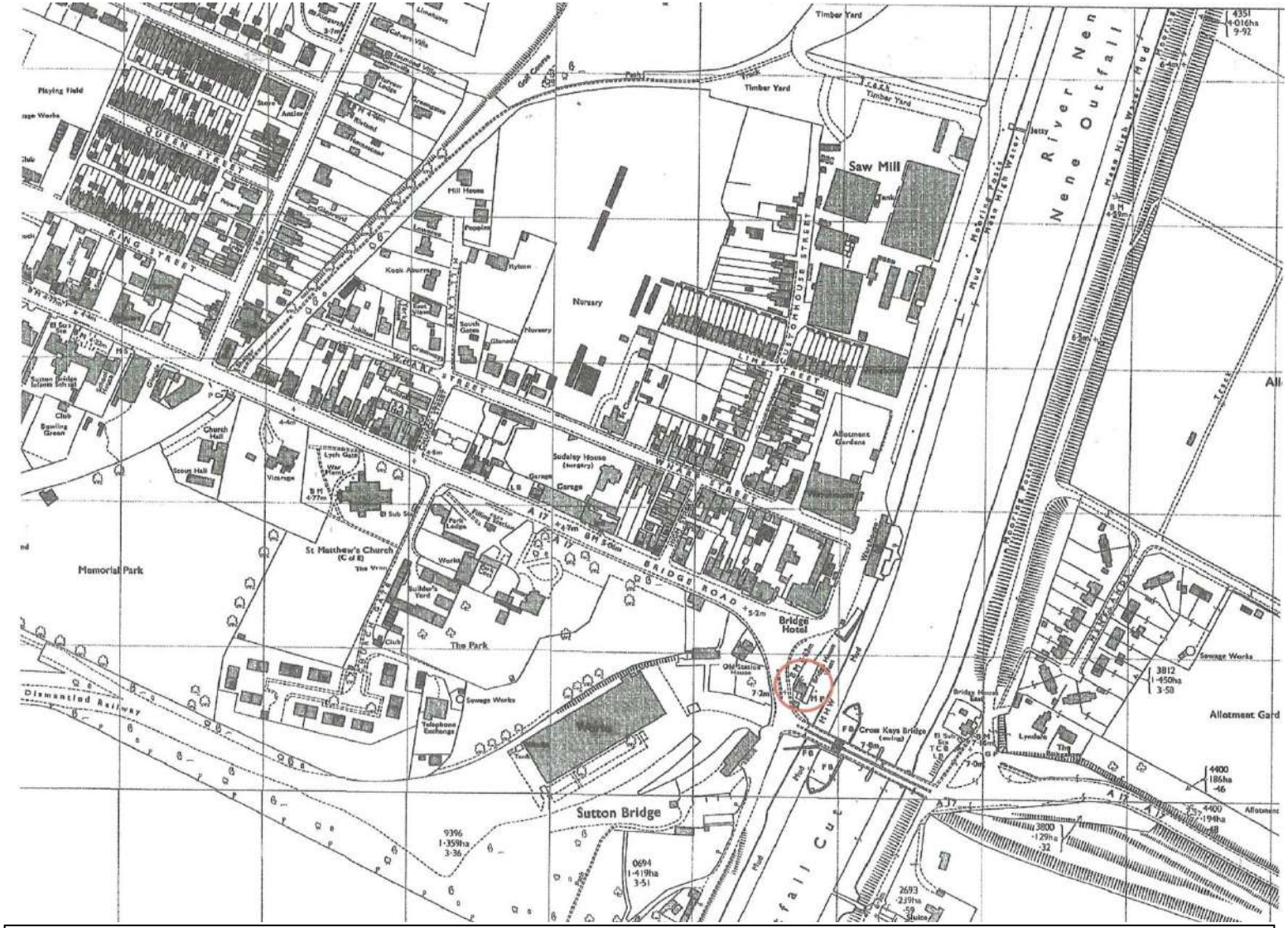


Figure 12: Extract from the 1:2,500 scale O.S. (Ordnance Survey) map of 1972, map sheet no. TF4821-TF4921. The assessment site is shown encircled in red.

Appendix 1: Extracts from the Lincolnshire Historic Environment Record (HER) and the National Heritage List of Historic England (NHL)

Site No.	HER No.,	NGR (TF)	Description	Period	Significance
1	MLI94587, NHL1359245	4818 2107	Bridge House West, Bridge Road. Grade II listed mid 19th century lodge.	EM	High
2	MLI94382, NHL1064532	4787 2120	Parish Church of St. Matthew, Bridge Road. Grade II listed church dating from 1843.	PM/EM	High
3	MLI94383, NHL 1064533	4814 2114	8 & 10, Bridge Road. Grade II listed early 19th century house.	PM	High
4	MLI94384, NHL 1064534	4803 2119	New Inn, Bridge Road. Grade II listed mid 18th century public house.	PM	High
5	MLI94392, NHL 1064548	4828 2103	K6 Grade II listed telephone kiosk, N of Cross Keys Bridge.	MO	High
6	MLI94586, NHL 1359244	4798 2113	27, The Park. Grade II listed early 19th century house. Also site of 19th century farmstead.	PM	High
7	MLI94588, NHL 1359246	4795 2123	64, 66 & 68, Bridge Road. Grade II listed terrace of three early 19th century houses.	PM	High
8	MLI116299	4784 2117	Churchyard of the parish church of St Mathew.	PM/EM	Medium
9	MLI123679	4861 2108	Site of a 19th century farmstead at Sutton Bridge.	PM/EM	Medium
10	MLI123685	4851 2073	Rose, Cottage. Sutton Bridge. 19th century farmstead.`	PM/EM	Medium
11	MLI125315	4786 2121	Sutton Bridge War Memorial. Unveiled in 1920.	EM	Medium
12	MLI127417	4814 2100	Site of WWII gun emplacement, Cross Keys Bridge.	MO	Medium
13	MLI127437	4825 2098	RAF Sutton Bridge War Memorial. Unveiled in 1993.	MO	Medium
14	MLI127416	4773 2124	Site of WWII gun emplacement, Bridge Road.	MO	Medium
15	MLI20481	4810 2095	Site of a former windmill at Sutton Bridge.	PM/EM	Medium

Site No.	HER No.,	NGR (TF)	Description	Period	Significance
16	MLI20482	483 213	Site of a former granary at Sutton Bridge.	PM	Medium
17	MLI20483	4820 2121	Site of a former granary to the N of Wharf Street.	PM?EM	Medium
18	MLI20485	4801 2098	Site of Sutton Bridge railway station.	EM	Medium
19	MLI20489	4793 2131	Settlement of Sutton Bridge	PM/EM	Medium
20	MLI20490	4842 1942	RAF Sutton Bridge.	EM	Medium
21	MLI90567	4832 2176	Site of Sutton Bridge POW camp.	MO	Low
22	MLI92293	4793 2100	The Park, Sutton Bridge. Area of historic parkland.	PM/EM	Medium
23	MLI124894	Linear	Former Holbeach to Sutton Bridge railway line.	EM	Medium
24	MLI126181, ELI13742	4810 2120	In 2019, a programme of historic building recording was carried out at 8a, High Street, a former commercial and retail property of mid 19th century date.	EM	Medium
25	MLI116302	Linear	Former Sutton Bridge to Wisbech railway line.	EM	Medium
26	MLI20479	4824 2110	Site of the first Cross Keys bridge.	PM	Medium
27	MLI20480	4823 2105	Site of the second Cross Keys railway bridge.	EM	Medium
28	MLI20484	4800 2090	Hydraulic Engine House, Cross Keys Bridge. Formerly Grade II listed	EM	Medium
29	MLI20488, NHL 1064536	4821 2102	Third Cross Keys Bridge, Sutton Bridge. Built 1894-7. Grade II* listed	EM	High
30	MLI20486	4914 2053	Sutton Bridge to King's Lynn Railway.	EM	Medium
31	MLI20487	4789 2162	Site of the former Sutton Bridge Dock & associated buildings. Opened in 1881.	EM	Medium
32		472 213	Watching brief at 132, Bridge Road in 2015 recorded activity & finds.	PM	Medium

Site No.	HER No.,	NGR (TF)	Description	Period	Significance
33		4795 2123	Historic building recording of outbuilding to rear of 68, Bridge Road.	PM	Medium
34	MLI23560	4851 2094	Type 22 pillbox located to the E of the Cross Keys Bridge.	MO	Medium

ABBREVIATIONS

ME – Mesolithic
NE – Neolithic
BA – Bronze Age
IA – Iron Age
PR - Prehistoric
RO – Romano-British
AS – Anglo-Saxon
MD – Medieval
PM – Post-medieval
EM - Early Modern
MO - Modern
UN – Undated