

Saxilby Bridge Street Conservation Area Appraisal



SAXILBY - BRIDGE STREET CONSERVATION AREA

A draft report was prepared in March 1988 for consultation purposes and was circulated for information and comment to the Parish Council, local residents and local and national organisations with conservation interests. The Conservation Area was designated in July 1989 and this document sets out the policy of the District Council for this part of the village.

WEST LINDSEY DISTRICT COUNCIL
OCTOBER 1989

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PLANNING OFFICER

SAXILBY - BRIDGE STREET CONSERVATION AREA

INTRODUCTION

- 1 Section 277 of the Town and Country Planning Act 1971 (Amended) states that every local planning authority shall, from time to time, determine which parts of their area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, and shall designate such areas as Conservation Areas.
- 2 The West Lindsey District Council are of the opinion that there is an area within the village of Saxilby which warrants Conservation Area status, as it has special merit historically, and to a lesser extent, architecturally.

PLANNING POLICY

- 3 Saxilby has always been considered, in planning terms, as a village where housing development should be encouraged, together with the necessary social, educational and shopping facilities to serve an increased population. As a result, the population has doubled in the last thirty years. It stood at 1444 in 1951, 1636 in 1961 and 2621 in 1971. In 1981 it was 3052. Saxilby is designated a Main Village in the County Structure Plan, this reflects the size to which it has grown. Present and future development policies are set out in policy documents available from the District Council.

History

- 4 The history of the village of Saxilby is far older than that of this part of it which grew up alongside the Fosdyke Navigation. There can be little doubt that this latter part of the village owes its origin to both the waterway, and the main road running from Dunham Bridge to Lincoln.
- 5 The Fosdyke Navigation is the oldest canal in England. Built originally by the Romans to link the Witham with the Trent, it was used by them to supply their garrisons in the north and west of England. However, after their empire contracted it gradually fell into disuse. It was reopened in 1121, only eventually to become impassable again. What was needed were comprehensive engineering works and these were undertaken for it to reopen in 1744 as part of the national waterway system, a role it has fulfilled ever since.
- 6 At the same time as the Fosdyke was being last reopened, roads throughout the County were being taken over by Turnpike Trusts, bodies who maintained lengths of road in return for tolls charged on the users. One of the most important of these as far as Lincoln was concerned was its link with the ferry at Dunham, the nearest crossing of the Trent. The road was improved, and crossed the Fosdyke by a bridge south of Saxilby village.
- 7 It was probably to serve travellers that building first took place here, and it is logical that it would be by the bridge, where trade with both waterway and road users was possible. It is no accident, therefore, that the two buildings adjacent to the bridge are public houses, one of which was first established here in 1742.

- 8 Immediately west of the bridge the village wharf was established, where both passengers and goods would be dealt with. In addition to the public houses, other trades would become established, and certainly houses for the traders to live in.
- 9 By the time of the First World War a small separate group of buildings had developed, including the two pubs, a blacksmith's shop, a cycle dealer, shops and a number of cottages.
- 10 Since this time the village has grown, slowly at first between the wars, and very rapidly from the early 1960s, and the identity of this small area was submerged.

The Bridge

- 11 Nothing is known of the first bridge to span the Fosseydyke here, although some evidence of the brick construction of its abutments can be noted in the later swing bridge abutment which still exists. The swing bridge was built by the Great Northern Railway after it took over the Fosseydyke in 1846. This in turn was removed in 1937. It became unsafe for the growth in traffic using it and in that year a new bridge, on a Saxilby By-pass was opened, and Bridge Street was no longer on a main road. However, its southern abutment has been restored to enable visitors to see it, and how the bridge worked.
- 12 The present footbridge was placed here in 1987 as part of a scheme to improve the appearance of the canalside through Saxilby, to the benefit of residents and to attract visitors, sponsored by the District Council. It was built in 1883, for a site at Newark across the East Coast Main Railway Line; until 1936 when it was moved to Claypole, again across the railway, where it stood until moved here.

VILLAGE CHARACTER

- 13 There are a number of different features which make up the character of an area. Usually these will involve a number of elements, most importantly buildings, the spaces around them and trees. An area's history can also be an important factor to be taken into account.
- 14 Buildings which are considered to be important will usually, but not always, be old, that is of the eighteenth and nineteenth centuries, or before. This will include all the Listed Buildings in the area if there are any. Whatever its age, it should exhibit a certain style. It should, even if it has been modernised, still appear to be an example of the style of building of its period. Certain properties which have been improved to the extent that they have been rebuilt, have new roofs, modern windows or later extensions so that this style has been lost, are less important as they stand. This is not to say, of course, that the style cannot be put back by future reconstruction or alteration.
- 15 The design of buildings changes with time, with changes in building techniques, materials and fashions. Many old buildings were built to conserve heat, with small windows and thick walls, facing south to catch the sun. The safety of their structure also depended on making as few holes in a wall as practicable. Central heating and modern techniques have changed all this. Gardens were, for the most part, places to grow vegetables and keep domestic livestock, chickens and pigs, so the house would be built at one side of the garden often right up against the road to maximise the production of food.

Privacy in the home was not so important as small windows gave little opportunity for passers-by to see in. Now the demand is primarily for large areas of glass to let light and sun in; for privacy the house now has to be set back in the garden, and the front at least becomes an ornamental landscaped setting.

- 16 This demand is reflected in the modernisation of old buildings. Small to start with, they have often been extended, or two or three converted into one. Where they have been extended they may have been rendered or painted in an attempt to hide a change in building material, or to make old brickwork more weather-proof.
- 17 Such modernisation has resulted in the loss of certain traditional building features once common to the County. Within the Conservation Area, the greatest loss has been the vertical sliding sash window, which still give their attractive proportions to some buildings. Possibly more important than the window itself is the wall aperture within which it fits, being taller than its width. Modern windows are wider than they are high, and when inserted as a replacement for the former, change the appearance of an old building drastically.
- 18 Spaces are very important in determining the character of an area. Spaces are not only defined by buildings, but by the shape of the ground and by features such as trees, individually and in groups. Spaces are the open areas formed by the relationship between buildings, ground forms and trees, hedges and walls. The surface materials used on the ground over a space can also be very important.
- 19 There are few people who do not appreciate the beauty of trees. When well established, and mature, they will always add to the attraction of any area. They take many years to grow, but can be destroyed in minutes and their replacements will take decades to fill the gap. Trees will generally be considered important, especially if they are healthy and pose no threat to passers-by and nearby buildings.
- 20 Development and change do not take place by accident, there are always reasons for it, sometimes this is obvious other times not so. Today development is planned to separate unharmonious land uses, to take advantage of transport methods, to gain the greatest benefit from the provision of services, and to protect the countryside. Villages first grew up where there was a water supply, and suitable land to farm.
- 21 Certain types of development are located to serve the needs of others. For example, the development of the nation's roads and waterways, linking major towns, spawned along their routes inns, stables and workshops of various kinds to serve travellers, often sited outside of towns and villages. This is what happened on Bridge Street.
- 22 As far as Saxilby is concerned these elements combine along Bridge Street, and it is here that the Conservation Area is considered desirable.
- 23 Conservation Areas are required to be clearly delineated and usually there will be an obvious point at which a line may be drawn. Elsewhere there may be "grey areas" but the general rule of thumb is to include land or buildings if it does add or could be made to add to the character of the area, otherwise, it is left out. It is with these criteria that the boundaries have been drawn.



The Sun Inn

The Ship Inn



- 24 Just because a building, space or tree, or other feature has been left out does not mean that it is not important in itself. It simply means that it and its surroundings do not contribute to that overall character that justifies Conservation Area designation.

THE CONSERVATION AREA

- 25 The Bridge Street Conservation Area includes the Fossey Navigation and both its banks, between the A157 Gainsborough Road bridge to the east, and the railway bridge to the west. The railway line is the southern boundary, and the rear of the properties along the north side of Bridge Street the northern boundary. The setting of Bridge Street is unusual in North Lincolnshire. Indeed, it is the only village in that area that has buildings facing a broad waterway, running parallel with and adjacent to a village street. There is a strong contrast between the two banks, one side built up, the other covered with grass and trees, but this contrast creates an area with a character different to any other in West Lindsey.
- 26 The Conservation Area includes most of Bridge Street. It is unlikely that there would have been many buildings here before the mid 1700s. Saxilby village developed further to the north around the Parish Church and the north end of the High Street, as evidenced by the oldest surviving buildings from the 12th, 15th and 16th centuries.
- 27 Most of the Bridge Street buildings date from the latter half of the nineteenth century, although some stand on the sites of buildings which preceded them. Architecturally, they are a mixture of sizes, uses and materials. Although red brick is predominant, some are rendered, and the roofs are a mixture of red and brown tiles, red pantiles, and slates. Few are in their original form as built, most show evidence of rebuilding, particularly in the last thirty years. None are Listed by the Department of the Environment as being of Special Architectural or Historic Interest. However, some are important in local terms in that they display a specific style and age of construction and are identified on the map and described in detail in the Appendix.
- 28 The most important architecturally, and the most prominent, are the two public houses, The Sun Inn and The Ship, located at the point where the former swing bridge once carried the main road over the Navigation. Both are well maintained, attractive buildings. The Ship is still a building of the late nineteenth century, looking very much as it did when first built. The Sun is on the site of an earlier Inn, much of it is nineteenth century, but the two large bay windows on the ground floor are an early twentieth century addition. Outside stands an interesting survival of horse drawn days, a mounting block, which customers could use to reach the saddle of their horse.
- 29 Three shops have been noted as being important in the street scene. All built as shops with living accommodation combined. The first is the premises built by the Lincoln Equitable Cooperative Industrial Society Ltd, in 1907. It has since been replaced by a more modern store elsewhere in the village, but its design is typical of a Coop shop of that date, and it retains most of its original features. It is largely of red brick with stone detailing.

- 30 The second is immediately adjacent to the former Coop, to the west. 27 and 28 Bridge Street are a late nineteenth century house and shop, again of red brick, but with some stone details and some very attractive brick detailing, particularly at the eaves, on the chimneys and alongside the doors and windows.
- 31 As a contrast the third is a much more modern building, 18 Bridge Street, an early 1960s house and shop, a good example of its era, again red brick and with a brown concrete tiled roof. Its wrought iron balcony is particularly typical.
- 32 Finally, two houses are identified as having a special character. One, 33 Bridge Street is an example of the 1950s, with an interesting ground floor corner window amongst other details, and an Edwardian example, the brick and slate, gable roofed, Riversdale, built in 1905.
- 33 To describe these buildings as "important" may be a misnomer in that it implies that other buildings in the Area are not. This is not the case, and it should not be construed that because they are not individually identified, care must not be taken in the design of any alterations or extensions to them. For advice on this aspect, please refer to paragraph 47 on.
- 34 The swing bridge that once crossed the waterway was removed in 1937. (See History section, paragraph 11.) However, its restored south abutment remains. Built mainly of mid nineteenth century bricks, there are also some eighteenth century bricks, indicating that it was a rebuild in the mid 1800s of an earlier bridge abutment. The bridge swung against this and enough remains to show how this was done, detailed information being given on a board fixed to it. The present bridge is a former footbridge over a railway, its wrought iron centre span constructed in 1883, and the steel approach spans in 1936. It was brought to Saxilby in 1987.
- 35 Adjacent to the footbridge is a pipe bridge, constructed in 1911 as part of the pipeline carrying Lincoln's water supply from Elkesley in Nottinghamshire. On the south side of the waterway, to the west of the bridge are now visitor moorings, barbeques and picnic tables, a colourful summer sight, especially at weekends. This was the site of the village wharf where both freight and passengers would join and leave boats. Up to around the end of the nineteenth century packet boats for passengers were provided to Lincoln, their heyday being up to the coming of the railway here in the 1840s.
- 36 Between the bridge abutment and the railway line, a grass track marks the route of the main road, to the site of a former level crossing.
- 37 Much of the rest of the land on the south side was once farmed, and after the railway line was built was probably largely used as allotments. Its last use was by the British Waterways Board for the dumping of dredging spoil, but its future as a nature reserve now seems secure.
- 38 The Navigation throughout its length has had works carried out to prevent the flooding of adjacent land. In the countryside this takes the form of earthen banks, and in places as a concrete floodwall. The latter is the case alongside Bridge Street, although its stark effect is reduced by it being low, and by the number of trees planted between it and the road along the street. An interesting survival

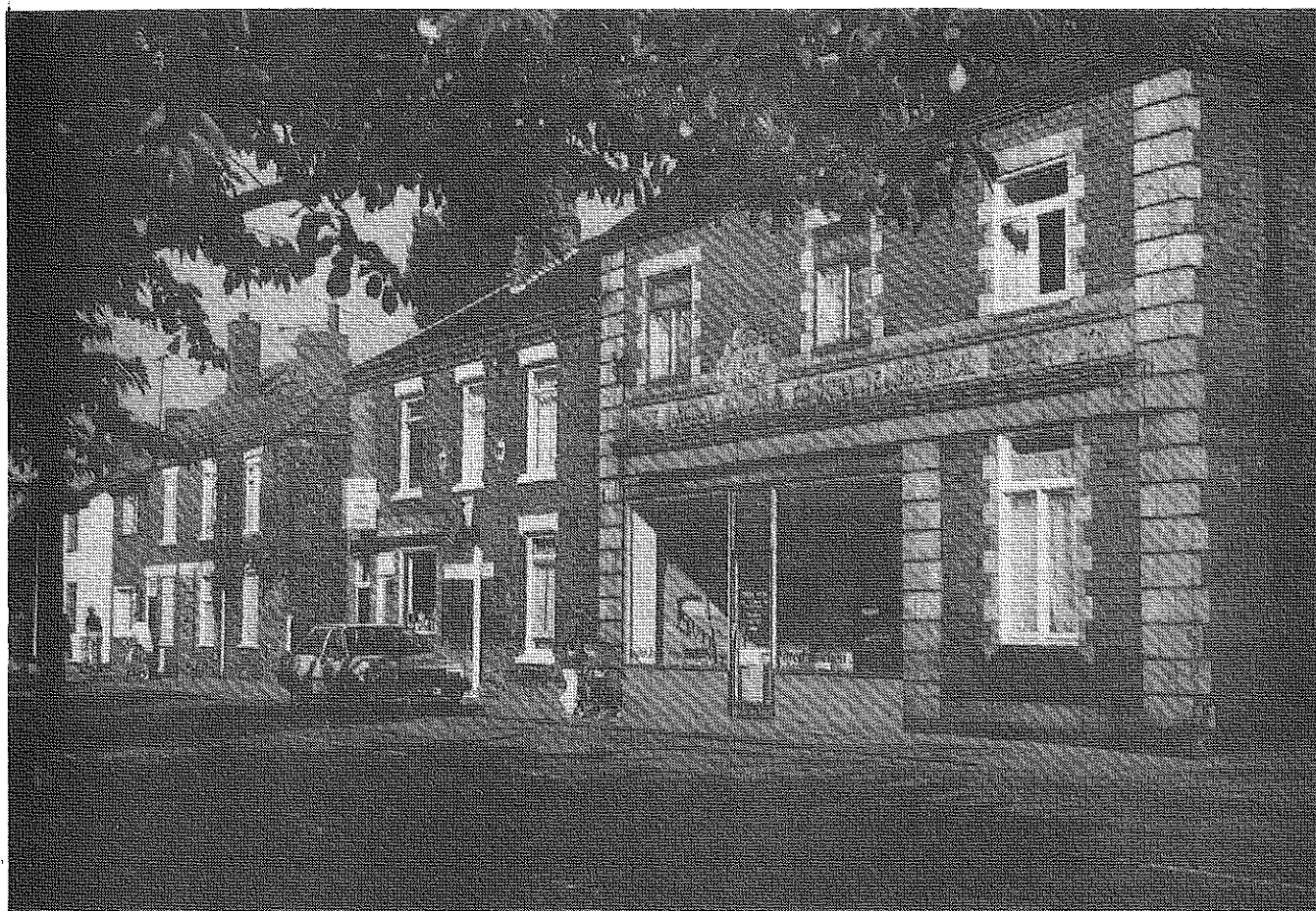
from earlier days can be found in the grass verge opposite the former Coop shop, where there is an old mooring bollard, now redundant because of the floodwall.

POLICIES AND ACTIONS FOR CONSERVATION

- 39 Planning legislation is enshrined in various Acts of Parliament. To set it out in detail would make this report unduly long, and perhaps confuse the Conservation issues with others. With this in mind the following paragraphs have been written solely to relate to Saxilby Conservation Area, and the ADDITIONAL controls on development Conservation Area status imposes. For more detailed information on particular aspects of relevant legislation, readers are invited to contact the Planning Department.
- 40 Within the Conservation Area the following policies and actions will be pursued by the District Council. The emphasis is on control rather than prevention but to ensure that any new development accords with its special qualities.

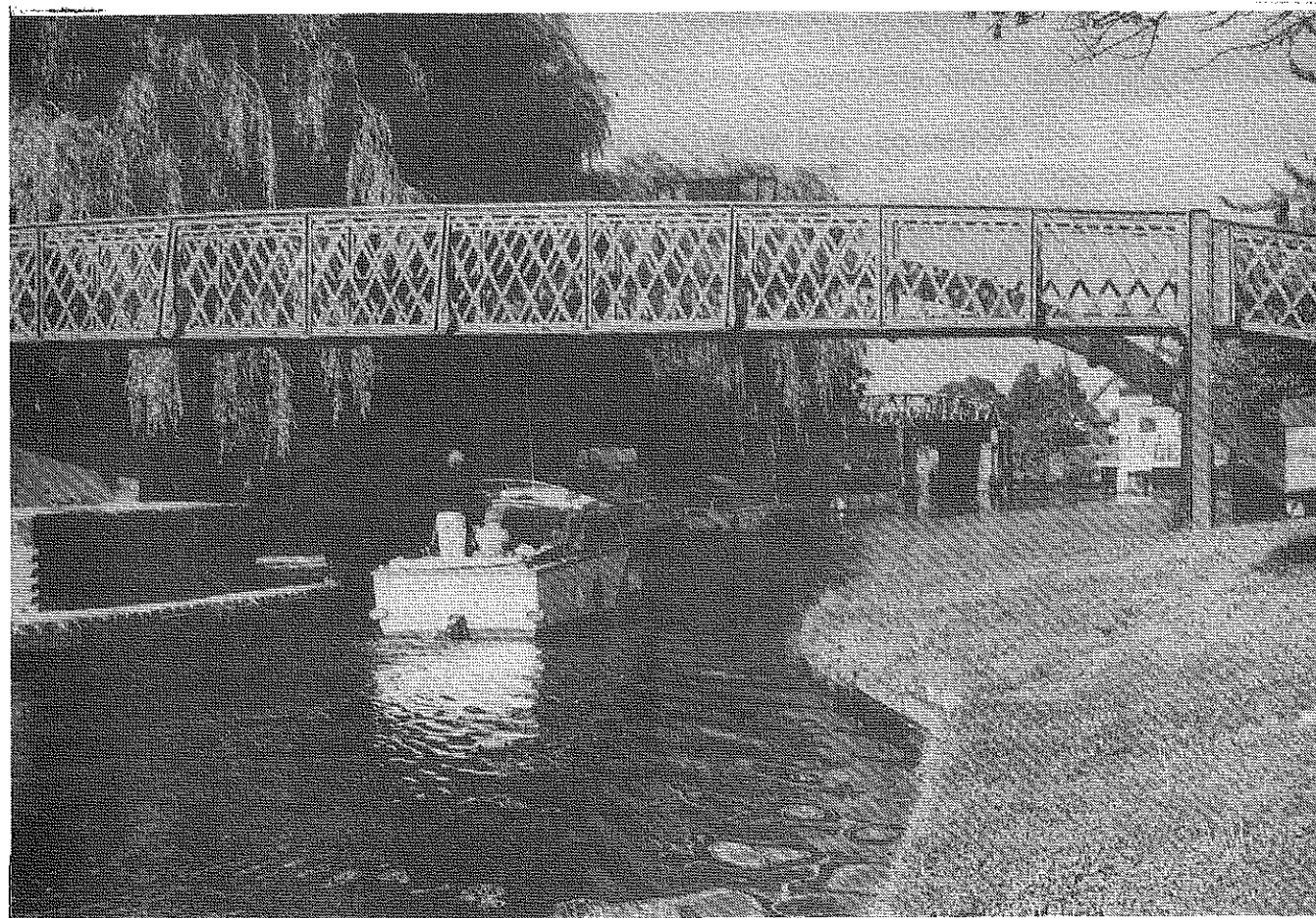
Planning Applications

- 41 In a Conservation Area planning applications are required for extensions to dwellings that will exceed the cubic content of the original by more than 50 cubic metres or 10%, whichever is greater. (Outside a Conservation Area the requirement is for extensions which exceed 70 cubic metres, or 15%). It should be noted that in a Conservation Area, any building erected within the curtilage of a dwelling with a cubic content greater than 10 cubic metres shall be treated as an enlargement of the dwelling when calculating cubic content.
- 42 Planning permission must also be sought for:
- a) the cladding of any part of the exterior of a dwelling with stone, artificial stone, timber, plastic or tiles;
 - b) the enlargement of a dwelling consisting of an addition or alteration to its roof;
 - c) the provision within the curtilage of a dwelling of any building or enclosure, swimming or other pool required for the private use of the occupier with a cubic content greater than 10 cubic metres.
- 43 Any application for planning permission for development that, in the opinion of the Council, is likely to affect the character or appearance of the Conservation Area will be advertised for public comment. In this event, there will be a period of 21 days within which people can respond, and any comments made will be taken account of by the District Council in reaching a decision. Such planning applications will usually be within the area, but they may also be outside, on the fringe of the area.
- 44 The acceptability or otherwise of any proposed new buildings within the Conservation Area will, in many cases, depend on the detailed siting and external appearance of the buildings and the material to be used in their construction. The Council may therefore refuse to consider outline applications. Additional information may be required indicating any or all of the following; siting, design and



27/28 Bridge Street, and 25 Bridge Street

The Fosdyke Navigation, and its footbridge



materials of construction of any proposed building works. In view of the nature and ownerships within the Conservation Area, there are unlikely to be any opportunities to make outline applications.

- 45 Applications for new uses or changes of use will be granted permission only if it is considered that the proposed use will not detract from the appearance and character of the Conservation Area, and where all other criteria can be satisfied. The District Council may require an applicant to submit additional details in support of an application to enable them to reach a decision.
- 46 The Town and Country Planning General Development Order, 1988, sets out several cases of development which may be carried out without the need to seek planning permission. These works are usually called "permitted development", and include such matters as painting, the installation of new windows and doors, the placing of shutters alongside windows and the rendering of walls, and other minor works. These rights do not always apply to Listed Buildings which are covered by separate legislation. However, it is possible to rescind specified types of "Permitted Development" such as those outlined above, if the local authority are prepared to make a Direction under Article 4 of the above Order. An "Article 4 Direction", as it is known, has to be confirmed by the Secretary of State for the Environment, and there has to be a large measure of local support for the additional controls. The District Council do not consider that at this time there are sufficient reasons to impose any further controls within Saxilby, but the option is there if needed. It should also be noted that an Article 4 Direction can be made anywhere, not just in a Conservation Area.

Siting, Design and Materials

- 47 The building lines to which the frontages of existing buildings are constructed are important to the character of the area and any new development or modification to existing development may be required to accord with the existing building lines, unless there is a good and clear aesthetic justification for not doing so.
- 48 The design of, and materials to be used in, new buildings or in extensions to existing buildings should, in form, colour and texture, be in harmony with the traditional buildings in the Conservation Area. In effect, this means the use of red brick for walls, with red or brown concrete tiles, clay pantiles, or slates, for roofs.
- 49 The external painting of walls should be avoided wherever possible. One of the most significant characteristics of villages is the exposed stone and brickwork of their buildings. External painting requires regular maintenance which, if it does not take place, can lead to buildings becoming unkempt in appearance, to the detriment of the surrounding area. It is more in keeping with the village environment to clean, repair and repoint existing walls without painting. This will not apply to those buildings covered in stucco, that is, a cement render, which is meant to be painted. There are no controls over the colour that individual properties are painted.
- 50 The proportion of door and window sizes in an elevation is of great importance in the creation and maintenance of building character and quality. The size and shape of the aperture should be retained, with windows of traditional design and modern construction inserted wherever possible. Traditional design means windows of a style to

reflect the age and design of the original appearance. The replacement of traditional windows with modern double glazed units presents particular problems. In these, any glazing bars are often sandwiched between flat panes of glass, and the proportions of making new frames to match existing can be a problem. On sensitive buildings, therefore, it is better to consider secondary double glazing as an alternative.

- 51 The addition of shutters alongside windows is not to be recommended. This is not a traditional detail of Lincolnshire buildings and can spoil the proportion of an elevation. In addition, they increase the burden of maintenance requiring regular repainting, and introduce unnecessary clutter to the detriment of the appearance of the building.
- 52 Before the detail of the design of new buildings and extensions to older dwellings are prepared, developers and/or owners are urged to contact the council's Planning Department to discuss the proposals.

Buildings within Conservation Areas

- 53 It should be noted that in addition to the provision made for controlling the demolition and alteration of "listed" buildings, the Town and Country Amenities Act 1974 requires that within Conservation Areas, consent is obtained from the District Council before buildings or parts of buildings, are demolished.
- 54 Permission from the District Council, called Conservation Area Consent, will be required for demolition of:-

*Any building or part of a building with a total cubic content of more than 115 cubic metres

*Any gate, wall, fence or railing which is more than 1 metre high if abutting a highway (including a public right of way), or elsewhere any gate, wall, fence or railing which is more than 2 metres high.

- 55 If, in the opinion of the District Council, the proposed alteration of any building not Listed as being of Architectural or Historic Importance, (ie a Listed Building), is likely to detract from its appearance, or the appearance of the area, the Council will consider making a Building Preservation Notice, which then applies for a six month period the same control to the building as if it were Listed. This allows time for the Secretary of State to decide whether the building should be placed on the Statutory List of Buildings of Architectural or Historic Interest. As there are no Listed Buildings within the Conservation Area, the legislation pertinent to them is not included here. However, advice on both Listed Building legislation and Building Preservation Notices is available from the District Council.

Grants for the Repair and Maintenance of Buildings

- 56 Within the limits of such funds as may be afforded from time to time under the Local Authorities (Historic Buildings) Act 1962, the District Council will consider making grant-aid available towards the repair and maintenance of old buildings. Buildings do not have to be Listed as being of Special Architectural or Historic Interest (ie a Listed Building), but they must, in the opinion of the District

Council, be of importance in the local street scene. The amount of grant-aid made available is usually related to the excess costs incurred by the owners in their maintenance and repair arising from the use of special materials or workmanship to preserve their character and appearance. Potential applicants are advised that no works should be carried out before approval for grant-aid has been confirmed. Those buildings which are considered to be most important in contributing to the character of the Conservation Area are set out in Appendix 1, but there may be other buildings, both inside and outside the Area, on which work may be grant-aided.

Other Grants

- 57 The District Council have a scheme of grant-aid to support work which will result in environmental improvement, the number of schemes in any one year being limited by the funds available. The type of work which can benefit from this is not specified because of the great variety of projects which can achieve the desired results. Projects can be identified by an individual, local organisation, Company, Parish Council or the District Council. The main criteria is that some local improvement must be achieved or the preservation of an existing attractive environment which is under threat. An applicant, landowner, or the sponsoring organisation is expected to make a financial contribution also. Each application is treated on its individual merits. Details are available from the Planning Department.
- 58 The District Council promote the planting of trees throughout the District through their Tree Planting Scheme. Details are available from the Planning Department.

Trees

- 59 It should also be noted that the Town and Country Amenities Act 1974 makes provision for the protection of trees in Conservation Areas which are not covered by Tree Preservation Orders, by requiring that anyone intending to cut down, top, lop, uproot, damage or destroy any such trees shall give the District Council six weeks notice of their intention to do so. This gives the District Council the opportunity to consider the making of a Tree Preservation Order where appropriate. The Council will look most carefully at development which is likely to affect existing trees and may require tree planting, in connection with new development.

Public Participation

- 60 Although the District Council has powers of control in Conservation Areas, the success of such areas depends to a large extent on the willingness of the general public, particularly those living and working within Conservation Areas, to participate with the planning authority in furthering the aims of conservation. In this respect the planning authority will always be willing to offer help or advice to any member of the public on any matter concerning conservation. It is in the interests of the local population to do this as it protects their village environment, the immediate surroundings of their home, and may enhance the value of property.

Enhancement

- 61 Section 277(8) of the Town and Country Planning Act requires that

planning authorities shall pay special attention to the desirability of enhancing the character of Conservation Areas. The District Council envisage that apart from opportunities which might arise from time to time for the promotion of a particular improvement, generally such schemes will be promoted locally, taking advantage of the funds available as set out in paragraphs 56, 57 and 58 above. The District Council will also seek improvements through its day to day development control, in the consideration of applications for planning permission for development.

APPENDIX

IMPORTANT BUILDINGS

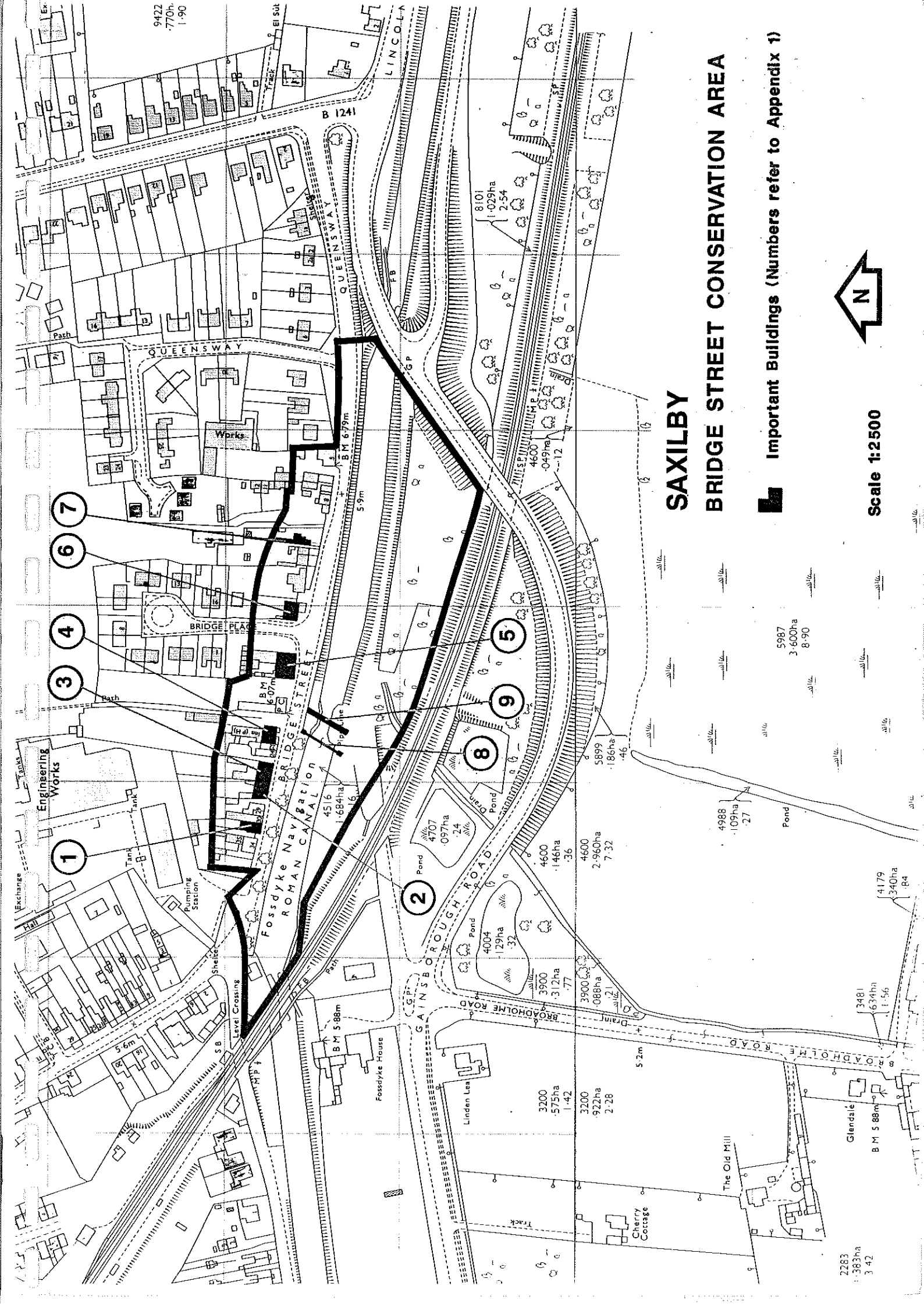
This list includes all those buildings which by virtue of their design and their materials contribute most strongly to the character of the area. The exclusion of any building does not indicate that it has no contribution to make to the village character, but that it is either of modern construction or has been altered such that its original character has been changed.

Numbers refer to Map

- 1 33 Bridge Street House, mid 1950s, Red brick with brown concrete tiles. Oversailing eaves, corbelled at corners, metal casement windows with concrete surrounds, including one ground floor corner window.
- 2 27/28 Bridge Street 2 storey late C19 house with ground floor of 28 a fish and chip shop. Smooth faced red brick, flemish bond. C20 glazed door with fanlight, brick arch over resting on stone corbels, with projecting keystone, rounded brick detail at either side. Window openings have a similar edging detail, with stone lintels. C20 casements. Elaborate detailed corbelled brick dentil course. Slate roof, hipped to left, with spiked ridge tiles. Red brick chimney stacks with plinth and corbelled top to match dentil course.
- 3 25 Bridge Street Shop with living accommodation and storage. Datestone 1907 with stone frieze, "No 8 Branch Lincoln Equitable Cooperative Industrial Society Ltd". Red brick with stone quoins, window surrounds and plinth. Roof part slate, with later brown concrete tiles at right. Red brick chimney stacks. C20 aluminium and glass shop windows and door.
- 4 The Ship Late C19 public house. Yellow painted brick. Ground floor has central doorway with surround, 4 panel door, fanlight over, flanked by bay windows with detailed wooden entablature. Sliding sash windows. First floor has three sash windows. Slate roof with brown brick chimney stacks at either end. Attractive iron railings to front.
- 5 The Sun Inn Mid C19 Inn. White painted rendered walls, 2 storey with attics. Central doorway with blind fanlight, door surround and entablature, flanked by early C20 bay windows with detailed wooden entablature. 3 first floor C20 windows, 3 roof dormers, the left and right have horizontal sliding sashes, centre one single pane, all under triangular

pediments with wooden finials. Raised coped gables to roof which has brown concrete tiles with two red brick gable chimney stacks. Single storey extension to right with doorway and dentil course.

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| 6 | 18 Bridge Street | House and shop C1960. Red brick, brown concrete tiled roof, metal casement windows. 1st floor french windows to wrought iron balcony. |
| 7 | 14 Bridge Street
Riversdale | House with datestone, 1905. Red brick with slate gabled roofs. Sliding sash windows, one ground floor bay to front. Red brick chimneys with splayed tops. |
| 8 | Pipe bridge | Built 1911, arched metal pipe with stone faced abutments at either end. Catwalk to centre from south abutment which has iron security railings around the top. |
| 9 | Footbridge and
abutment | Wrought iron centre span, 1883, approach ramps of steel, 1936. Refurbished and erected here in 1987. Latticed sides. South abutment of C1850, rebuilt 1987, former swing bridge abutment with evidence of rebuild from previous mid C18 abutment. |



SAXILBY

BRIDGE STREET CONSERVATION AREA

■ Important Buildings (Numbers refer to Appendix 1)

Scale 1:2500

