



St Mary and St Nicholas



Former warehouses on the River Welland

# LINCOLNSHIRE EXTENSIVE URBAN SURVEY

## Spalding—2022



River Welland

## The Project

The primary objective of the Extensive Urban Survey (EUS) is to create a record of the development and historic character of Lincolnshire's towns. It is anticipated that the survey will be of use and interest within the planning system and to the public, particularly those living within or visiting the towns. It should be noted that although every effort has been made to be thorough, the reports are not completely comprehensive and should not be expected to cover all that is known about a place.

The project consists of a written report, detailing the archaeological and historical background and development of the town. The character of the town will also be discussed within the report within specific Historical Urban Character Area (HUCA) assessments, which indicate the heritage value of each area based upon the four values identified within Historic England's 2008 Conservation Principles: Evidential, Historical, Aesthetic, and Communal, these are also compared to values seen in the National Planning Policy Framework (NPPF).

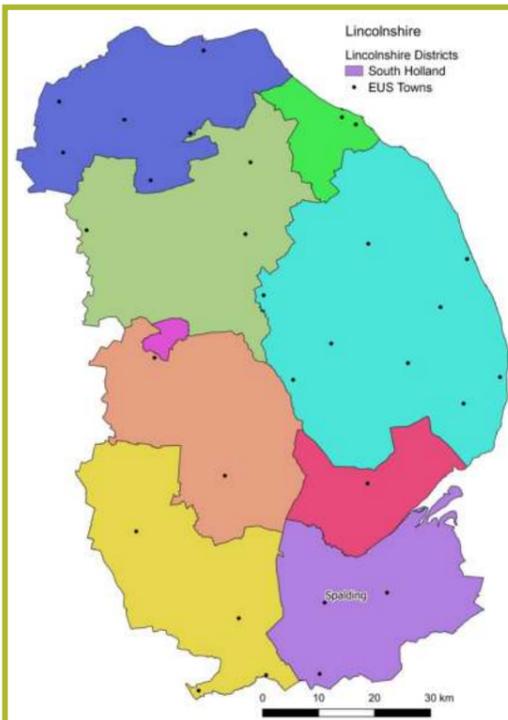
The Extensive Urban Survey provides a 'snap shot' of the development of the towns of Lincolnshire taken at the time of survey, as such it is one of many data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record (HER) maintains an up to date record of all historical and archaeological data that is known within the county, and should be consulted as part of planning applications (NPPF21 para194).

## Location

Spalding is located in the south of Lincolnshire within the administrative district of South Holland. It is within National Character Area 46—The Fens. This character area is described as an *expansive, flat, open low-lying wetland influenced by the Wash estuary... offering extensive vistas and huge skies throughout providing a sense of rural remoteness and tranquillity... the soils are important for agriculture which is hugely significant for the rural economy in the fens... some 40 percent of England's bulbs and flowers are also produced in the Fens... open fields, bounded by a network of drains and rivers... overall woodland is sparse, with a few small woodland blocks, shelterbelts and roadside avenues. Settlements and isolated farmsteads are mostly located on the modestly elevated 'geological islands' and the low sinuous rodden banks. Elsewhere villages tend to be dispersed ribbon settlements along the main arterial routes through the settled fens and scattered farms remain as relics of earlier agricultural settlements.* In the Lincolnshire Historic Landscape Characterisation, Spalding is within Regional Character Zone WSH6 Townlands within The Wash Character Area. The historic landscape evolution of the area is described from the Prehistoric and Roman periods as being coastal in character consisting of an area of intertidal saltmarsh with localised areas of marginally higher ground. Falling sea levels from the mid Anglo-Saxon period allowed settlement on drier areas in the form of isolated ranches and salt manufacturing sites. By the late Anglo-Saxon period a landscape of small villages within an irregular field pattern was established on a long curve of higher silt land. Population expansion during the 12<sup>th</sup> and 13<sup>th</sup> centuries occurred at the same time as reclamation of saltmarsh and freshwater fen. Drainage was a continual preoccupation of all communities within this zone, as the onus on digging, embanking, and maintaining drains and watercourses rested on local inhabitants and landowners. Throughout the post medieval period fields were amalgamated and re-enclosed through piecemeal agreements between individual landowners and tenants. The resulting subdivision and re-organisation of the land divided the organic pattern of fields and curvilinear arrangement of parallel strips with straight and geometric boundaries. During the second half of the twentieth century, the zone has experienced considerable field boundary loss, resulting in an increased enclosure size that has dissipated the earlier field morphologies. Market towns within the zone have undergone large scale peri-urban residential and commercial expansion, coupled with the creation of new road infrastructures.

The bedrock geology underlying Spalding is recorded by the British Geological Survey as comprising bedrock of Oxford Clay Formation Mudstone, overlain by tidal flat deposits made up of clay and silt. Topographically, Spalding is located on an area of land 5-6 metres above sea level; this is raised from the surrounding area which is between 3-4 metres above sea level.

The parish boundary excluding Pinchbeck has provided the Spalding survey boundary.

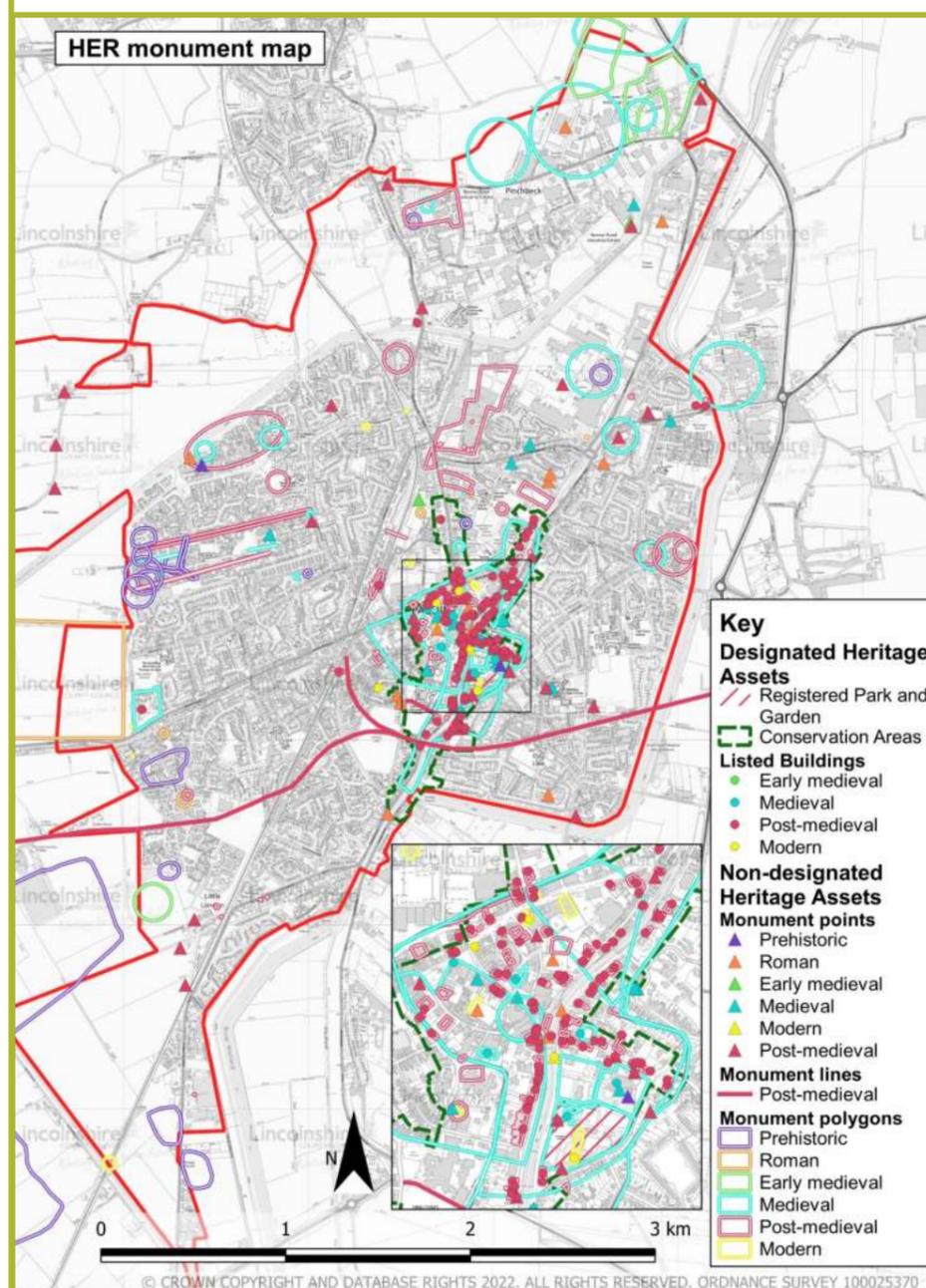


## Summary

Settlement is recorded in the area from the Iron Age although activity in the area is visible from earlier periods. Evidence of farmsteads, iron working and salt-production has been found across the west and south of the survey area from the late Iron Age onwards. This evidence suggests that settlement spread north in the early-medieval and medieval period. Land and water management infrastructure is also seen across the periods with the construction of large drainage ditches. One of the most well known during the Roman period, the Westlode, also probably served as a route of navigation. Since the Roman period, the connection between Spalding and water is highly legible, be this in the form of ditches and landscape management or through the trade facilitated by the River Welland.

The settlement of Spalding began in the early medieval period and by the Domesday Survey three estates were recorded in the town. In 1051, Spalding Priory was established; its extent covered much of the present-day town centre and for much of the medieval period contributed a great deal to the organisation and prosperity of the town. The town's layout, including the market areas were established during this period. In the post-medieval period, a short period of decline was followed by a surge in prosperity for the town as a consequence of its growth as a port which encouraged development along the river in the 18<sup>th</sup> and 19<sup>th</sup> centuries. This has resulted in a townscape of a very distinct character. The river trade declined in the latter part of the 19<sup>th</sup> century following the introduction of the railway, which resulted in the concentration of new development in the town to its west side as industries sought to be close to the station. In the modern period, the town has expanded residentially on all sides

as the population has grown. A large industrial area has also been established to the north of the town as industries have moved away from the town centre and river into designated out-of-town industrial areas. Spalding's character is varied, however its development and principal focus throughout the centuries is legible across the area which has created an active historical town.



## 1. HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

### 1.1 PREHISTORIC

Evidence so far recorded within the survey boundary does not indicate that settlement was taking place within the survey area prior to the Iron Age, although a small number of finds have been recorded. The lack of evidence may be attributed to the silt fen environment, which extends from Spalding to The Wash. This was a unique but challenging environment for early settlement. Additionally, later marine inundation has also covered archaeological deposits with layers of silt thereby building up the ground level, through accumulation and obscuring archaeological evidence under deep alluvial deposits. In the wider fenland, evidence of prehistoric settlement is seen in Lincolnshire and Cambridgeshire, most notably through the eye-catching discovery of wooden trackways and log boats. Neolithic axes have been recorded in Gosberton Cheal, 2.7km to the north of Spalding and a small number of probable Bronze Age tools are recorded from the area directly surrounding Spalding. To date, one possible Mesolithic microlith has been recorded in the church yard of St Mary and St Nicholas in Spalding (HER: MLI83406).

Evidence for settlement is apparent locally from the Iron Age. To the south-west of the town, adjacent to Bourne Road, a domestic and industrial site was excavated (HER: MLI20553). This site was located on a rodden (the raised remains of a silted up water channel) and contained evidence which is suggestive of Iron Age to Roman occupation spanning several phases. Large amounts of animal bone and pottery including the remains of a house mouse retrieved from the site indicate the presence of domestic dwellings. These finds were supported by archaeological features which are thought to be the remains of round houses. Briquetage (ceramic material associated with salt making) discovered on the site indicates that salt making was also taking place in the vicinity. The latest prehistoric evidence on the site dates to the 1<sup>st</sup> century AD. The fact this domestic site is located away from the present-day town centre suggests there was a break in the continuity of settlement after the early Roman period. A site recorded to the east of Pennygate reveals further evidence for salt making activity which took place in the 1<sup>st</sup> and 2<sup>nd</sup> centuries (HER: MLI89826). The site also contains ditches and pits with further evidence of briquetage. The discovery of further prehistoric remains within the survey area would improve understanding of Spalding during the period.

### 1.2 ROMAN

There is evidence from several sites and findspots across the area which suggest that settlement continued throughout the late Iron Age and into the Roman period. In the wider area, drainage and land reclamation were taking place during the Roman period and at this time settlements in the area had access to the sea via the River Welland. There is some evidence for High Bridge (HER: MLI23608, NHLE: 1063997) having origins in the Roman period. In 1745, works on the bridge discovered a coin, which was thought to be Roman, within the stone pier for the bridge arch (HER: MLI23607). It is suggested that this may have been a bridge along a Roman Road which linked Baston in the south-west, with Spalding in the north-east (Hallam, 1970). The true provenance of this coin has not been confirmed in the modern period as its location is now unknown.

Evidence of Roman activity dating to between the 1<sup>st</sup> and 4<sup>th</sup> centuries is found across the area of the modern town centre, largely relating to scattered finds of pottery and coins (HER: MLI22377, MLI80348, MLI23598, MLI20258, MLI23610, MLI23611, MLI23607, MLI22357, MLI23606). An early Romano-British site, recorded on Kings Road, which contained evidence of burnt bone and pottery, is thought to be the remains of a meat processing site (HER: MLI97863). Further archaeological features were identified north-west of Westlode Street in Castle Fields, including a pit containing burnt bone and briquetage (HER: MLI85766). Nearby, evidence of the existence of Roman buildings has been suggested by the discovery of a roof tile near to Paddock Green (HER: MLI91170).

To the west of the survey area there are numerous confirmed sites of activity which are suggestive of settlement. These sites indicate that industrial scale of salt production was taking place in the Roman period. Evidence of dwellings, arable cultivation and domestic refuse further suggest local domestic occupation. Roman sites in this area are often up to 1m below the present day surface, having been buried by later marine inundations. The transition from the Iron Age to Roman settlement is recorded within a site on Woolram Wygate to the west of the survey area, which also contained evidence of domestic and salt making activity (HER: MLI84933). Finds from the site date to the 1<sup>st</sup> to 3<sup>rd</sup> century and record the changing environment of the area. The earlier evidence on the site demonstrates that it initially had more of an industrial focus. Large amounts of briquetage, charcoal and burnt clay as well as a complex of hearths and settling tanks have been excavated, confirming that salt making was in operation (HER: MLI84934, MLI84973, MLI86580). It appears to have become more residential as the Roman period progressed (HER: MLI84938), although smithing continued in the 2<sup>nd</sup> and 3<sup>rd</sup> centuries (HER: MLI89198). During this time the salt water creeks also changed to fresh water which may have contributed to the changing nature of the site and the apparent de-

cline in salt making. A ladder ditch system indicates that water management was being practiced for arable farming (HER: MLI89198). Pottery identified from the site mainly included local Nene Valley Wares although Samian Ware sherds were also noted. By the end of the Roman period or early medieval period the site had been buried by marine transgression, obscuring the earlier features with sand and silts left as waters receded. By the medieval period, the land had dried out sufficiently to be agriculturally cultivated as shown by ridge-and-furrow recorded on the site.

Further sites to the south-west of the survey area contain evidence of Romano-British and Roman occupation. To the south-west of Woolram Wygate evidence of animal bone, pottery and slag have been recovered from a site which are indicative of a probable local settlement (HER: MLI23613). This site, which dates to between the 2<sup>nd</sup> and 3<sup>rd</sup> centuries, is thought to be one part of a wider field system and settlement complex which may once have expanded over a much wider area. Archaeological remains recorded 200m to the south-east of this contain evidence of a Romano-British salt-making site, although this industry appears to have halted following marine transgression into the area (HER: MLI23638). Archaeological remains are also recorded 300m to the south-east of this, on Broadway, dated to the 1<sup>st</sup> and 2<sup>nd</sup> centuries (HER: MLI81540). The remains of daub, pottery and ditches from the site indicate that it was also a farmstead. The amount of industrial and residential remains within the survey area, particularly in its western extent indicate that it had intense activity over a number of centuries.

### 1.3 EARLY MEDIEVAL AND ANGLO-SAXON

It appears that the managed landscape of the Roman period returned to being a wetland with marine transgressions becoming common. Wider environmental changes may have contributed to this pattern. There is less archaeological evidence from the early medieval period recorded within the area in the Historic Environment Record (HER). Despite this, settlement within the survey boundary is known to have been occurring. The Fenland Survey, which was undertaken in the early 1990s and funded by English Heritage, suggests that during this period scattered farmsteads (such as those seen in the Roman period) were abandoned in favour of more nucleated settlement and communal farming. If true, the lack of physical remains may be accounted for by subsequent development on the early site which has since become the modern day town centre of Spalding.

Finds of pottery dating to between the 5<sup>th</sup> and 8<sup>th</sup> century (HER: MLI89182) have been recorded on the modern Benner Hill Industrial Estate to the north of the survey boundary. Further finds on this site dating to between the 10<sup>th</sup> and 12<sup>th</sup> centuries (HER: MLI81915) indicate that it was used at varying points in the early medieval and medieval periods (HER: MLI83934, MLI83935). The abraded nature of some of the pottery indicates that it may have been discarded into an agricultural area, although some non-intrusive investigation also indicates the possibility of purposefully constructed features. At the south of the survey area further remains of a possible Saxon enclosure are recorded on Spalding Common (HER: MLI82036).

Charters dating to 716AD and 833AD confirm the existence of a settlement in Spalding, and show that land belonging to Spalding was granted to the Abbot of Crowland (HER: MLI23603), (Sawyer, 1998). Evidence of this agreement is seen 200 years later, as Crowland is listed as a landowner at the time of the Domesday survey of 1086. In 1051, Thorald of Bucknall gave a grant of land in Spalding for the foundation of a religious cell there. It is possible this cell became a hub of economic activity as from the late 11<sup>th</sup> century a Sunday market was taking place in the town. This may indicate that it was established close to a religious centre where both trade and worship could be carried out.

#### 1.3.1 PLACE-NAME EVIDENCE

The name Spalding, is thought to mean 'the people of the Spalde', or 'descendants of the Spaldas'; and is derived from the name of a tribe the 'Spalde' (Cameron, 1998, Ekwall, 1960). This tribe was recorded in a 7<sup>th</sup>/8<sup>th</sup> century list known as the Tribal Hidage. This list recorded the names of tribes south of the Humber and assigned a number of hides (hides being an area of land), to each one; its true purpose is unknown and the original document is now lost. The name Spalde, in Old English, which was spoken between the 5<sup>th</sup> and 12<sup>th</sup> centuries, means 'narrow opening' and could be a topographical description.

#### 1.3.2 DOMESDAY SURVEY

The Domesday survey of 1086 records Spalding as belonging to three estates which included two manors and a berewic. This amounts to a total population of 91 households, placing the town in the largest 20% of settlements included in the survey at this time (Powell-Smith, 2011). The largest estate belonged to Ivo Tallboys (Talbois), nephew of William the Conqueror, which was a manor estate with access to a wide array of resources and trade opportunities. It increased in value between 1066 and 1086 from £23 to £30. The manor is believed to have been located to the north of the River Westlode, its hypothesised site noted on Grundy's map which depicted the town in 1732. A market was listed as part of the estate, probably in the manor. The Tallboys estate included 9 carucates (a carucate was approximately 120 acres) of taxable land, with 4 lords plough teams, a wood of Alders, 40 villagers, 33 smallholders who operated 13 men's plough teams, 6 fisheries and 2 salthouses.

A second manor and estate belonged to Guy of Craon which included 11 bovates (a bovat was approximately 15 acres) of taxa-

ble land. This was worked by 1 lord's plough team and 3 villagers were recorded who probably operated 1/2 the plough team which was also listed in the survey. A 'drying place with salt houses' is also recorded. This estate, which had belonged to Aethelstan prior to the conquest, did not increase in value between 1066 and 1086.

The abbey of Crowland held a berewic in Spalding, meaning an outlying dependency which still belonged to the manor. It included 2 carucates of taxable land with 1 1/2 ploughs, 7 villagers and 4 smallholders, with 3 ploughs. The location of these estates and their manors is not known, although some suggest that the Ivo Tallboys' manor, which later became a castle, is located on the site which is later recorded as the castle in Grundy's 1732 map; to the north of the Westlode. The site of Crowland Abbey became the later of Spalding Priory and was located in the triangle formed between the Westlode, the market place and the River Welland. The third manor, which belonged to Guy of Craon, was possibly located to the east of the River Welland in the block of land which is now occupied by the Church of St Mary and St Nicholas and Ayscoughfee Hall (NAU Archeology, 2008).

## 1.4 MEDIEVAL

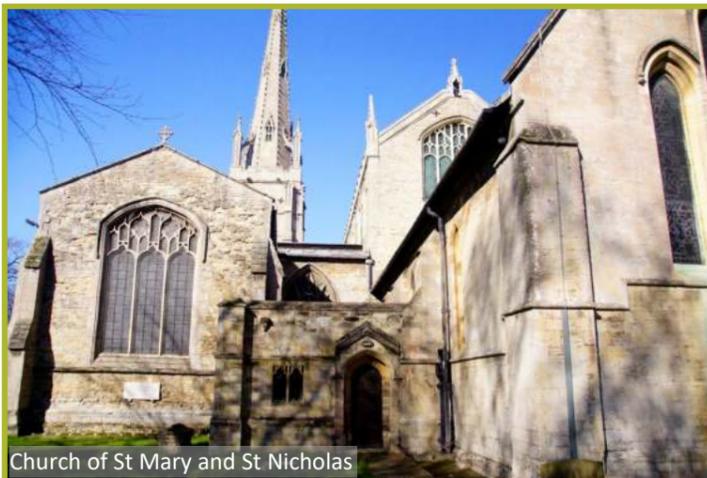
Spalding continued as a religious centre and residential settlement. It also became an extensive and flourishing inland port during the medieval period and the HER records many heritage assets dating to this period within the survey boundary, both above and below ground.

### 1.4.1 STREET PATTERN AND DEVELOPMENT

As stated, it is probable that the three estates noted in the Domesday Survey were located in three separate areas, to the north of the Westlode, in the angle created by the confluence of the Westlode and the River Welland, and to the east of the River Welland. These areas were likely on slightly raised areas (roddens) of land, which, being free-draining would have been preferable for development. In the medieval period, the more developed areas appear to have been within the confluence of the water courses and to the east of the River Welland.

Spalding Priory was highly influential in the town and in the 13<sup>th</sup> century a market was established outside of its northern boundary, in the same location as a Market Place in the present day. Goods for the market could be transported on the Westlode and the River Welland. The area now known as the sheep market, was used for the offloading of goods. At this time it was known as The Gore, after which Gore Lane takes its name (Wright, 1973).

To the east of the River Welland, the church was established in the 13<sup>th</sup> century, on the site of an older cemetery chapel; and in the area of the probable settlement site which is documented as belonging to Guy Craon in the Domesday survey. Large houses with gardens were also constructed to the east of the river including Ascoughfee Hall (HER: MLI22360, NHLE: 1359532) which was built in 1420 and Holyrood House, which dated to 1500 (HER: MLI22391). As is standard medieval town design, these houses were located adjacent to the parish church. Spalding Castle is believed to have been extant to the north-west of the Westlode, in the area of the present day Castle Sports centre, east of Pinchbeck Road. Further research is on-going into the full nature of the castle and its exact location.



Church of St Mary and St Nicholas

### 1.4.2 RELIGION AND EDUCATION

As seen in paragraph 1.3, Spalding had connections with the Benedictine Abbey of Crowland from the 8<sup>th</sup> century and in 1052 Spalding Priory was founded as a daughter priory; dedicated to St Mary the Virgin and St Nicholas. The priory owned a lot of land in the area and its precinct covered a large area in what is now the town centre of Spalding (HER: MLI22355). It stretched from Wenover Road in the west, St Thomas' Road towards Spalding Grammar School in the south, the River Welland in the east and the market place in the north. Its extent was depicted in William Dugdale's Monasticon Anglicanum; a history of the ancient abbeys, and other monasteries, hospitals, cathedrals and collegiate churches written in the 17<sup>th</sup> century. This document shows the priory precinct as including main priory buildings, a gateway, gardens and a merchants' market. In 1071, following the Norman conquest, the house was re-founded instead as a daughter cell to the Abbey of St Nicholas in Angers, France. It is thought that this was instigated by Ivo Tallboys, who had ill feelings towards the Saxon monks of Crowland Abbey, although it

should be noted that the author of this claim, Ingulf, of Crowland Abbey writing in the 12<sup>th</sup> century, was not unbiased (Page, 1906). An uneasy relationship between the Priory of Spalding and Crowland Abbey ensued over the following centuries with occasional land disputes and destruction of property. Spalding Priory remained as part of the French Abbey's jurisdiction until 1397, although efforts were made from as early as 1232 to disengage the priory from their obligations, and payment to the mother cell ceased long before the end of the 14<sup>th</sup> century.

Over the 13<sup>th</sup> century the priory increased in both wealth and power; it was at this time that the villis of Weston, Spalding, Moulton and Pinchbeck came under the priory' lordship along with *wreck of the sea for three leagues along the coast, and free warrens and fisheries in several places* (Page, 1906), and their income in 1294 amounted to £515. It was this wealth which financed building projects such as a new parish church (St Mary and St Nicholas) in 1284 (HER: MLI22383, NHLE: 1359547). It was constructed on the site of an earlier Norman chapel dedicated to St Thomas Becket (HER: MLI23609) and parts of the earlier building are visible in the eastern wall of the present day structure. In 1315, a chantry chapel of the Blessed Virgin and Guild of St Thomas the Martyr was founded within the southern transept, it later became part of the free grammar school.

In the present day there are only a small number of complete buildings remaining from Spalding priory and its associated houses; some reused masonry can however, be located around the town. Complete buildings include the Prior's Oven (a turret from the priory wall) and a range of cottages which were built between the 14<sup>th</sup> and 15<sup>th</sup> centuries from the remains of other priory buildings (HER: MLI22363, NHLE: 1306500). The priory also had multiple granges within the survey boundary. These properties were used for agricultural production and occupied by a small number of monks or labourers who would provide food products for the religious community. Halmer Grange (HER: MLI22378) is believed to have been located beneath the playing field of Spalding High School. Another probable grange known as 'Monk's House' was located on Bourne Road. The current building on this site dates to the early 16<sup>th</sup> century and was built within a moat (HER: MLI94282, MLI22356, NHLE: 1063993).

These buildings were constructed towards the end of the priory's operation as it was later dissolved by Act of Parliament in 1540.

Further evidence of religious buildings and institutions are known from documentary sources although their exact locations are not known. In the early centuries of the medieval period, a second Church of the Holy Cross is known to have existed, probably located near to the Town Hall. It was pulled down by 1284 and modern shops occupy its site today (HER: MLI22354). In the early 14<sup>th</sup> century, Spalding had its own leper hospital which may well have been linked to the priory as it was also dedicated to St Nicholas (Page, 1906).

In 1501, almshouses were founded on Church Street by John Gamlyn. They were rebuilt in 1843-44 by William Todd in a Tudor style, and are now Grade II listed (HER: MLI23211, NHLE: 1064003).

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### 1.4.3 ECONOMY AND INDUSTRY

Spalding became one of the wealthiest ports in the Lincolnshire Fens, its wealth generated from its status as an entrepôt for towns such as Stamford, Peterborough and Bourne. Much of the economic wealth of the town was generated and controlled by Spalding Priory; in 1300 the priory is recorded to have exported 40 sacks of wool and investment in the wool trade during this period was highly lucrative. The monks also furthered their economic reach by reclaiming new lands from the sea which could then be cultivated or for other uses (Owen, 1971). As a result, Spalding became a leading market centre in the area.

A large part of the town's economy was based upon the exploitation of the natural resources of the surrounding environs. Salt production continued to be a large industry during the medieval period and the evidence for salterns is considerable (HER: MLI23591, MLI84750). Archaeological remains of a large industrial site, which may have been in operation until the 13<sup>th</sup> century, are known towards the northern extent of the survey boundary in Pinchbeck Marsh (HER: MLI23633). The extent of the works here are vast and would have amounted to a large industrial operation, with water vats and filtration systems, facilitating efficient salt production. Another site, which also dates to before the 13<sup>th</sup> century, is recorded to the south of Pinchbeck (HER: MLI89837). It was during this century that increasing marine inundation was beginning to impact the Lincolnshire coast, which possibly contributed to the abandonment of the salterns in this area.

As stated in the Domesday survey Spalding had 6 fisheries in the 11<sup>th</sup> century and the settlement was exploiting further resources associated within the wetland environment. In 1251 the Abbot of Spalding was requested to supply Henry III with



Gamlyn's Almshouses

swans, cranes and other wild fowl for the feast of St Edward (Darby 1974).

Although a market was already taking place, as recorded by the Domesday survey, further permission was granted for markets in Spalding during the medieval period. In 1242 a market charter was granted to the prior and convent of Spalding by Henry III, and further permission was granted in 1281 (although this was possibly a reaffirmation of the earlier agreement), (Letters, 2004). In the same year, two further fairs were also granted to the prior, one in honour of St Nicholas in December, who was one of the patron saints of the parish, and another to the Holy Cross in September. It is likely that fairs were being carried out earlier and that these charters were also confirming earlier arrangements rather than establishing new events. In the late 13<sup>th</sup> century wool, wine, firewood, turves and coal were traded through the town. By 1336, expansion of the town's economy is indicated by an increase of items which were traded through Spalding including corn, malt, horses, oxen, cattle hides, meat, cloth, wine, honey, wool, salt, dairy products and fish. A herring quay belonging to the prior of Spalding was located in the town at the end of Herring Lane during this period (Clarke, 1978).

#### 1.4.4 LANDSCAPE

The landscape surrounding Spalding is varied with peat fenland to the west and silt fenland to the east. In the medieval period, large scale reclamation was taking place on the seaward side of the town, much of which was instigated by the priory of Spalding, although some private enterprises also took place. In the early centuries of the period, granges and isolated houses were established by the priory as bases for the improvement of the surrounding land.

*'in years past, beyond living memory, these places were inaccessible neither for man nor for beast, affording only deep mud with sedge and ample reeds and inhabited by birds... This is now changed into delightful meadows and arable ground what therefore does not produce corn or hay brings forth abundant sedge, turf and other fuel useful to the inhabitants of the region'* (Darby, 1974).

Some of the landscape was also divided into organised field systems with extensive areas of pasture. Many field boundaries comprised large interconnecting ditches which served a dual purpose by also controlling water levels and facilitating drainage. The surrounding area provided considerable resources including fish and water fowl, which were plentiful owing to the proximity of many bodies of open water and ditches.

#### 1.4.5 CHARACTERISTIC BUILDINGS

##### The White Hart Hotel (HER: MLI23568, NHLE: 1063953)

The Grade II\* listed White Hart Hotel is believed to date to the late 14<sup>th</sup> century although the earliest identifiable elements date to the 15<sup>th</sup>. The building, which stands in the Market Place, was extensively remodelled after the Great Fire of Spalding in 1715, which damaged several other properties in the town, and was again partially rebuilt following bomb damage sustained during the Second World War.



Ayscoughfee Hall

##### Ayscoughfee Hall and gardens (HER: MLI98387, NHLE: 1063953)

Ayscoughfee Hall is Grade I listed and was built in the early 15<sup>th</sup> century with a dendrochronological survey confirming a completion date of circa 1451. It has undergone numerous alterations since, most notably in 1793 and 1845. It was built for Sir Richard Aldwyn in brick—a material which was extremely expensive at the time and only used in high status buildings.

##### The Prior's Oven (HER: MLI22362, NHLE: 1359545)

This Grade II\* listed building dates to approximately 1230 and is one of the few remaining structures originating from the Benedictine Priory. Originally it is believed to have served the priory as a defensive turret and lock-up for monks, it was utilised again for a prison in the 1820s. In the mid-19<sup>th</sup> century, it was converted into a blacksmiths and by the 20<sup>th</sup> century had become a café. It is now in use as a micro-pub. Its unusual octagonal shape has been preserved despite external alterations in the 19<sup>th</sup> century which greatly affected its appearance. The interior of the building consists of a single room with multiple floors.



Prior's Oven

## 1.5 POST-MEDIEVAL

The post-medieval period was one of great change for the town and it was largely during this period that many of the buildings

in the town centre and along the river were constructed. The population of the town expanded throughout the 19<sup>th</sup> century with a population of 3296 recorded in 1801, 5207 in 1821 and 7778 in 1841. There was a small decline between 1881 and 1891, at which point it fell from its 19<sup>th</sup> century peak of 9260 people to 9014. This decline coincided with the decline in the economic activity of the port. Growth quickly resumed and by 1901 the population had risen to 9385.

#### 1.5.1 STREET PATTERN AND DEVELOPMENT

Spalding did not expand outside of its compact medieval core for much of the post-medieval period. The town continued to be focussed largely within the triangle of land created by the confluence of the Westlode and the River Welland extending south-west towards Market Place. Other heavily developed areas were around Double Street, Sheep Market and Crackpool Lane. In 1715, Market Place, Swan Street and the immediate vicinity suffered a great amount of damage due to a fire, resulting in the destruction of 84 buildings amounting to £20,560 in repairs. It was during this period that brick and pan-tile overtook timber and thatch as the dominant building materials, thereby reducing the risk from fires. There was little development south of Market Place and it was not until 1843 that the Crescent was constructed (Wright, 1973). In the mid 19<sup>th</sup> century, the railway was built to the south-west of the town. As its influence grew it began to take a larger role in Spalding's trade and economy, which directed new development in the town away from its former heart, alongside the quays, to the south-west of the town; towards the station. New streets were built during the 1860s and 70s on either side of St Thomas Road, including Spring Gardens, Henrietta Street, Spring Street and Cross Street. The housing throughout these streets comprised semi-detached, detached and terraced housing and is indicative of Spalding's growing economy during this period and societal hierarchies. Ribbon development of new housing began along the main roads leading out of the town such as Pinchbeck Road to the north-west and Albert Road to the north-east, with the con-



Large terraced houses beside the River Welland.



Based upon John Grundy's map 1732 © Spalding Gentleman's Society

struction of a number of villas in the mid-late 19<sup>th</sup> century, as well as several smaller terraced properties.

Double Street and the town centre saw a decline in its population during the mid 19<sup>th</sup> century. In Double Street this occurred despite the number of houses in the street increasing from 61 to 77. This is attributed to the increase in police regulation of lodging houses, many of which were located here; in close proximity to the River Welland (Clark, 1992). The town centre gradually became more concentrated with commercial properties as more people moved away from the centre to live in the suburbs, a trend which increased during the 20<sup>th</sup> century with the improvements to transport.

In 1853, The Spalding Improvement Act was implemented for the '*paving, lighting, watching, draining supplying with water, cleansing, regulating and otherwise improving the town*'. One of the issues highlighted by the report was the overcrowded condition of the town centre churchyard. As part of the Improvement Commissioner's schemes in the town, the new cemetery was founded in 1854 on Pinchbeck Road (HER: MLI125648). It consisted of 6 acres with an ornamental gateway (MLI125652), keepers lodge and two cemetery chapels for the Anglican and non-conformist faiths (HER: MLI125649, MLI97743).

### 1.5.2 LANDSCAPE

In the 16<sup>th</sup> and 17<sup>th</sup> centuries, many areas which had been reclaimed from the fen were re-submerged. This is attributed, by some, to the dissolution of the monasteries who held some responsibility for their upkeep. Writing in 1662, Sir William Dugdale noted that they were witnessing the '*total drowning of this great level*' due to the fact that '*the passages for water were kept with cleansing and the banks with better repair, chiefly through the care and cost of those religious houses*' (Darby, 1956). In 1618, the River Welland between Spalding and Crowland was inspected by commissioners who suggested that the stone bridge should be taken down, the river widened and that a sluice be erected at the Spalding end of the Cowbit Wash. These measures proved beneficial, although were not popular among local people who missed out on opportunities for collecting waterfowl and fish as a result. It appears that during the confusion of the Civil War, between 1642 and 1651, that the banks and sluices were neglected, again returning some of the fens to a wetland (Gooch, 1940). The Parliamentary Act for the enclosure and draining of part of the parish of Spalding was passed in 1801.

Throughout the 18<sup>th</sup> and 19<sup>th</sup> centuries, increasing demand for building materials and the ready availability of clay saw the creation of new brick works within the survey area, including one at Clay Lake to the south-east of the survey area. There are several local buildings which are constructed using handmade bricks.

### 1.5.3 ECONOMY AND INDUSTRY

Spalding's economy declined slightly in the 17<sup>th</sup> century. The closure of Spalding Priory was a contributing factor to this decline. The town's economy was heavily reliant on the organisation and network provided by the priory. Navigation of the River Welland had declined by the 16<sup>th</sup> century, due to a large number of mills on the river which had reportedly been blocking its course. Furthermore, the closure of the priory and religious houses across the county impacted many local economies which relied upon these establishments for organisation and investment. A system of Town Husbands was established following the reformation to replace some of the management which had been provided by the priory. The economy appears to have revived in the 18<sup>th</sup> century in large part due to the success of the port of Spalding. Its role was particularly important during the medieval and post-medieval periods as Spalding served as the entrepôt for Stamford and the Deepings. Stamford exported Ketton building stone and Collyweston slates, some of which can still be seen in buildings within Spalding. Until the mid-18<sup>th</sup> century boats could not pass High Bridge so large sea-going vessels were brought to the port and goods were loaded onto lighters and taken up stream to the other towns in such smaller craft (Wright, 1982). In 1745 the stone bridge was replaced by a new wooden one with leaves in the middle which could be raised to allow larger ships to pass. This was replaced by the current bridge in 1836 (HER: MLI23608, NHLE: 1063997).

The town became part of the Port of Boston during this period and accounted for one seventh of its trade (Wright, 1982). Agricultural products were among the main exports from the area, these products included flax, hemp, rape and wheat. These products were then taken to factories and mills locally to produce secondary products such as flour, oil and malt. In the early 19<sup>th</sup> century, other industries such as malting and brewing became increasingly concentrated in town centres and many were established locally to serve local public houses. The quay declined in the late 19<sup>th</sup> century following the introduction of the railway which absorbed a large amount of trade and also changed the town's trading focus as new industries established themselves on the west of the town to be



Chain Bridge Forge Museum

nearer to the railway depot (Wright, 1973).

The success of the port also created many ancillary trades, including rope and sail production, boatbuilding and blacksmithing. New public houses were also established, often located close to the river to capitalise on the river trade. As a result growing numbers of large houses were also constructed along High Street and Double Street, for the growing numbers of businessmen and merchants who were establishing themselves in the town. With this growing economy Spalding became the location of new banks and premises were opened in the town from the 1830s, including the Spalding and Stamford Banking Co in 1832, Barclays Bank in 1862 (HER: MLI94543, NHLE: 1306616) and Lloyd's Bank (HER: MLI94493, NHLE: 1169333) in the mid-late 19<sup>th</sup> century. Spalding was the largest settlement in the fens of South Holland and as such provided supportive and administrative services to the wider district.

There were several ropeworks in operation, the earliest of which to be recorded was in 1641 and by the late 18<sup>th</sup> and early 19<sup>th</sup> centuries there were several across the town. The trade declined towards the end of the 19<sup>th</sup> century, coinciding with a decline in the port, and the last works closed in the early 20<sup>th</sup> century (Wright, 1973). Sail-making was recorded in the 18<sup>th</sup> century; the sails were used for both ship and mill sails. The hemp used to manufacture the ropes and sails was grown between Spalding and Crowland (Seaton, 2013). Boatbuilding businesses were also set up from the late 18<sup>th</sup> century. Workshops were also set up close to the river on Marsh Rail Road, Double Street and in the yard of the Jolly Crispin. The trade continued into the early part of the 20<sup>th</sup> century; however, river trade was negatively impacted following the introduction of the extensive railway links in Spalding, upon which it was cheaper and more efficient to transport goods. A blacksmith was established adjacent to the river from the mid 18<sup>th</sup> century (HER: MLI98570). It is recorded that the smithy, now known as Chain Bridge Forge owing to its location adjacent to the former footbridge, was servicing boats between 1850-60. This smithy is now a museum and blacksmiths. As a result of the quay's decline, the ancillary services also gradually declined and trade on the river ceased. The deficit was then taken up by the expanding railway trade which provided efficient transport to multiple destinations. In the late 19<sup>th</sup> century, bulb growing began to develop into a larger industry. Initially a small number of snowdrops were grown for their medicinal purposes as well as daffodils and later tulips (Gooch, 1940).

Arable and pastoral farming was also key to the town's success. Sheep and cattle were brought onto the nutrient rich fen pastures to be fattened, many of which were then traded through the markets in Spalding. Sheep pens were erected in Sheep Market in 1876, but were removed before 1973 (Wright, 1973). Until the 19<sup>th</sup> century geese farming was also common and geese were kept in large quantities for their feathers and quills, being plucked up to four times a year. During the 18<sup>th</sup> and 19<sup>th</sup> centuries, when proposals to enclose and drain the fens were being put forward, the cruelty to which the animals were subjected was debated and used as an argument in support of enclosure (Gooch, 1940). By 1828 however, there were still feather and quill merchants based on Double Street (Pigot and Co, 1828). In the 18<sup>th</sup> century, drainage windmills were a common feature across the landscape and were used to pump away the water. Their introduction did improve drainage, although it was not until the introduction of steam powered pumps such as Pode Hole in 1824/5 that much wider areas of land were effectively and reliably drained (HER: MLI23618). This technology brought new lands under cultivation, which greatly increased agricultural yields and raised land prices, which in turn, boosted the success of secondary local agricultural trades, such as milling and oil production.

An increasing number of public institutions were established in Spalding in the 19<sup>th</sup> century. Spalding is recorded to have had a workhouse by 1777, which catered to 56 people (Higginbotham, 2014). Following the introduction of new national Poor Law legislation in 1834, the Spalding Poor Law Union was founded and a new workhouse was built on Pinchbeck Road in 1836. The workhouse was designed by Bryan Browning (who also constructed the workhouses of Bourne and Stamford), and comprised a main building with two courtyards, a detached school and an infirmary (HER: MLI90081). The Union encompassed 8 parishes with a total population of 15,579. In 1930 the building became a Public Assistance Institution following the national abolition of workhouses, and was eventually demolished; the site has since been redeveloped.

In 1826, Spalding Prison was constructed adjacent to the Sessions House on Sheep Market. This highly visible building demonstrated Spalding's importance during this period to warrant having such a large prison. It has since been demolished and the site redeveloped.

### 1.5.4 RELIGION AND EDUCATION

As previously mentioned, the Priory of Spalding was dissolved in 1540 following the religious reformation instigated by Henry VIII. Large parts of its lands and possessions were confiscated and granted to Charles Brandon, Duke of Suffolk. Some of its possessions were distributed in alms in fulfilment of bequests, to the poor and an annual dole was offered in memory of its benefactors and former priors. Many of the priory buildings were dismantled with the stone being incorporated into new buildings.

The post-medieval period saw the growth of non-conformist chapels across the county, a pattern which was reflected in Spal-

ding. Many early meetings among non-conformist factions were initially held in domestic houses, although by the 19<sup>th</sup> century, there were increasing numbers of purpose built chapels. The first records of the Baptist faith appear in Spalding during the mid 17<sup>th</sup> century, and the first official meeting house was constructed in 1689-91 (HER: MLI87488). This was destroyed during the fire which damaged much of the town centre in 1715, although a new structure was constructed on the same site shortly after. In the 19<sup>th</sup> century, the building underwent multiple renovations as congregations grew. An Ebenezer Baptist Chapel was opened on Love Lane in 1770, and enlarged in 1787 (HER: MLI99259). The chapel has since been demolished, and since 2010 the site has been occupied by a community hall. Another Baptist chapel was constructed on Spalding Common in 1870, although this was demolished by 1979 (HER: MLI99254). In 1698 the Society of Friends are recorded to have bought two cottages between Double Street and Westlode Street for the purpose of using the buildings as meeting houses and the gardens as burial ground (HER: MLI116258). These buildings were demolished in 1805, and in the same year the current meeting house was built in its place (HER: MLI94262 NHLE: 1063972).

An Independent Chapel was constructed on Pinchbeck Road in 1821 (HER: MLI94542). In the same year, a Primitive Methodist meeting was held in a carpenters workshop in the Market Place. A purpose built chapel was built on The Crescent in 1853 (HER: MLI99258), although this was short-lived and closed in 1871-1877; following the opening of a new chapel on St Thomas' Road (HER: MLI97744). The Crescent chapel building subsequently became a Temperance Hall and was also used by the railway mission before its demolition in 1955. St Peter's Church was constructed on Priory Road in 1876 (HER: MLI23617). The building was open until 1968, and has since been demolished; the site is now occupied by the South Holland District Council offices. In 1857 a United Methodist Chapel was constructed on The Crescent. It was replaced in 1879 by a second chapel which stood until it too was demolished in 1955 (HER: MLI99258). It was in this year that the Methodist church system of Spalding was reorganised resulting in the demolition or sale of numerous churches. The Church of the Immaculate Conception was built in 1877, in Henrietta Street and St Thomas' Street, the funds for which had been gifted by Mr Thomas Arthur Young, Lord of the Manor of Kingerby (HER: MLI83873). By 1940, the church and other buildings had fallen into a state of disrepair and much restoration work was completed by 1950. By 1962 the neighbouring St Norbert's School had moved to new premises, enabling the old school halls to be occupied by the church for use as the church hall. The hall underwent renovation again in the 1980s before the church and ancillary buildings were demolished in 2002.

The first chapel to open in Little London, to the south of Spalding, was in 1829 (HER: MLI97760). This belonged to the Primitive Methodist denomination and was in use until 1842, at which point it was rebuilt. It closed in 1985 and was used as a storehouse, although the building has fallen into disuse in the 21<sup>st</sup> century.

Several Schools were established in the town over the post-medieval period as the town and its needs changed and the population grew. A free grammar school was erected in the reign of Elizabeth, with funds provided from the will of John Blanch. Another, called the Petty School, was founded in 1682, by Thomas Wellesley. It was moved to its current site on Haverfield road in the late 19<sup>th</sup> century. In 1710 a Bluecoat charity school was established in Spalding, the money for which had been provided by John Gamlyn. In 1845 a National School was built on Church Street and a second was constructed in Little London in 1871. Several of the non-conformist chapels also had adjoining schools and Sunday Schools. St Norbert's School, mentioned above, was built with an entrance onto Henrietta Street in the late 19<sup>th</sup> century, the building was taken over in the 20<sup>th</sup> and was demolished in the 21<sup>st</sup>.

### 1.5.5 RAILWAY AND TRANSPORT

Over the course of the post-medieval period extensive communication networks were established, which connected Spalding to the rest of the country and also dictated new development in the town. The main mode of transport for much of the period was the network of waterways, however this was supplemented in the 18<sup>th</sup> century by the introduction of the turnpike road system. By the end of the 19<sup>th</sup> century, however, both the water ways and roads had been overtaken in importance by the railway.

Roads to the north, south, east and west of Spalding were made into turnpike routes from the mid 18<sup>th</sup> century, and the town was at the centre of a busy road network. The earliest was the Littleworth Road (A1175). This connected Spalding to Market Deeping, which had further turnpikes to Bourne, Stamford and Peterborough. In 1764, turnpike roads were also established between Spalding and Donnington on what is now the B1356, with a branch onto Swineshead and Fosdyke towards Boston. In the same year, Spalding was connected to Holbeach on



Spalding Gentleman's Society

the Holbeach turnpike, now the A151, which continued eastwards towards Norfolk. In 1793, a turnpike road was established between Spalding and Crowland and a further turnpike road was added in 1822 which connected Spalding to Bourne. Bourne was a central junction at the centre of several main routes; this is now the western branch of the A151. Over the century and in the early 19<sup>th</sup> century, public and coaching houses were established on the approach roads to the town, doubtlessly taking advantage of the increasing traffic through the town.

Spalding was connected to the railway network in 1848, on a loop line between Peterborough, Boston and Lincoln built by the Great Northern Railway. The station was constructed to the north of Winsover Road on Station Approach (HER: MLI94231, NHLE: 1063914). By 1862, a line had been added between Spalding and Kings Lynn via Holbeach, and further lines were added to Bourne in 1866 and March in 1867. The last railway line to be constructed connected the town to Lincoln via Sleaford in 1882. By the late 19<sup>th</sup> century, Spalding had become a major railway junction and since its construction the station had almost doubled in size (Catford, 2017). The railway lines have since dictated development with new houses and streets being constructed up to the boundary.



Session House, Sheep Market

### 1.5.6 RECREATION

The Spalding Gentleman's Society was initially established in 1710 by lawyer Maurice Johnson as informal meetings organised in a coffee-house, located in Abbey Yard. In 1712 the meetings became a formalised event for "a Society of Gentlemen, for the supporting of mutual benevolence, and their improvement in the liberal sciences and in polite learning" (Spalding Gents Society, 2022). The society attracted scientists and scholars from across Lincolnshire and the surrounding counties, counting Sir Isaac Newton and William Stukeley among its members. As well as learning, the society collected objects of historical significance and interest and has grown into a varied museum with a purpose built museum in 1911, located on Broad Street (HER: MLI94467, NHLE: 1147350). The society continues to operate in the present day, and is now the oldest provincial learned society in Britain.

In the early 18<sup>th</sup> century, theatre productions were held in the Spalding townhall (Wright, 1982). In 1753, a purpose built theatre was established behind the White Hart, and extended onto Broad Street, which was then known as Crackpole. There were several public houses in the town during the post-medieval period, mainly located within the town centre or close to the quays. A race-ground was built to the west of Little London in the post-medieval period and was in use during the 19<sup>th</sup> century (Wright, 1982).

The Christian Association and Literary Institute opened on Spring Gardens in 1871 (HER: MLI125570, NHLE: 1464585). This building became a social club in the 1930s and has since been used as a gym. It is currently due to be converted into flats.

### 1.5.7 CHARACTERISTIC BUILDINGS

#### The Old Johnson Memorial Hospital

The Old Johnson Memorial Hospital, located on Priory Road, was opened in 1881. The funding for the building was gifted in the wills of Elizabeth Ann and Mary Ann Johnson who left a bequest to construct a hospital in Spalding. The building was used as a hospital and was utilised during the Second World War to treat soldiers, coming into the ownership of the NHS in 1948. In 2009, the building became vacant, following the founding of a new hospital on Pinchbeck Road (Henderson, 2019).

#### The Sessions House (HER: MLI94250, NHLE: 1063960)

The Sessions House is located to the south of Sheep Market. Dating to 1843 and Grade II listed this structure provides an imposing structure on the edge of the market. The building served as a sessions court and magistrates court, until 2016. The building is now a venue.

#### The Church of St Paul (HER: MLI82879, NHLE: 1306702)

The Grade I listed Church of St Paul is located in the hamlet of Fulney on one of the major approach roads into Spalding. It was constructed in 1877 as part of a larger project designed by Sir George Gilbert Scott in an Early English style. Scott died during the construction and the work was completed by his son John Oldrid Scott. The foundation stone was laid by Miss Charlotte Charinton, who was a benefactor of church construction and restoration in Spalding during this period.

## 1.6 MODERN AND 21st CENTURY

### 1.6.1 STREET PATTERN AND DEVELOPMENT

The population of Spalding grew rapidly over the 20<sup>th</sup> century, recorded at 9385 in 1901, rising to 12595 in 1931 and 14436 in

1951. By 2001, it had grown to 25,780, and in 2015 was estimated at approximately 29,000 (South-East Lincolnshire Local Plan 2011-2036). In 2012, the South Holland and Boston area were recorded as one of the fastest growing populations nationally (BBC, 2012).

The population growth in the early 20<sup>th</sup> century resulted in numerous new housing developments. A pattern seen across Spalding shows that development occurred along the approach roads into the town. In the early-mid 20<sup>th</sup> century to the 21<sup>st</sup> century development took place in large estates on all sides of the town. Some early developments continued to be developed in pre-established patterns such as those in the area around St Thomas' Road, within straight interconnecting streets. Queen's Road was developed around 1913 and the area between Alexandra Road and the railway line were developed between the First and Second World War. A new estate of council houses was constructed to the north of Winsover Road, on Edward Road and Penngate, and the Royce Road estate was built in the 1930s.

In 1947, Spalding suffered a large amount of damage following a series of floods. As a result of this, new flood defences were constructed including the Coronation Channel in 1955-56 along the eastern side of the town. This allowed a greater amount of development to the east of the River Welland and created a new boundary up to which development has taken place. As a result, in the mid 20<sup>th</sup> century, the majority of the development which took place in the town occurred to the east between the River Welland and the Coronation Channel. Development in this area often comprised large-scale developments which also incorporated new schools and local amenities.

Industry has dominated the most northern part of the town and industrial estates have been focused here over the latter half of the 20<sup>th</sup> century. New infrastructure including roads and railway connections were also developed at the north of the town in the 1920s, connecting to these industries. West Elloe bridge was constructed in 1928, for the anticipated increase in traffic which would be going to and from the sugar beet factory, located on West Marsh Road. West Elloe Road was also developed around the same period and housing was shortly constructed on either side.

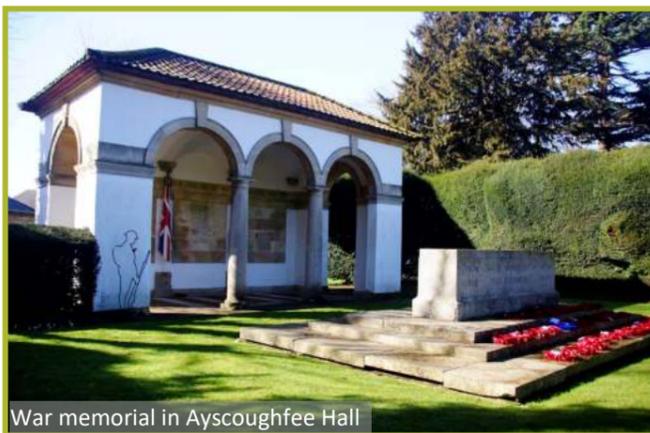
### 1.6.2 TRADE AND INDUSTRY

Bulb growing, which had begun in the late 19<sup>th</sup> century, continued to grow in significance in the early 20<sup>th</sup> century, and covered an increasing area of farmland over the first half of the century. The Spalding bulb industry was heavily influenced by Dutch farmers many of whom had originally arrived as bulb salesmen and settled in the area. Dutch farming families established the Spalding Bulb Company, whose huge nursery used to cover an area from the Hawthorn Bank level crossing to Horseshoe Road (now housing). This expansion was halted during the wars as more land was required for food production. In the 1920s, bulbs began to be grown beneath glass in nurseries and many were also forced. By the 1950s the bulb industry once again expanded and by 1958 there were 6000 acres of bulbs grown in the area (Elsden, 2001). It was in the same year that the Tulip Parade was started, which became an annual event. Agricultural tourism increased greatly and many visitors came to see the flower fields and parades during the latter half of the 20<sup>th</sup> century. The industry began to decline after its peak during the 1970s. In the present day bulbs are still grown in the area; although on a much reduced scale and the flower festival came to an end in 2013.

The sugar beet factory in Spalding was constructed in 1926 with government aid. It was operational until its closure in 1994; the site has since been redeveloped as a power station. Originally the cattle market was located on New Road, between Westlode Street and Swan Street. Its site is now used for parking for the nearby hairdressers and pubs. In 1938, a new purpose-built cattle market was constructed to the east of the railway station, which was described as 'the most modern and a model for all of England'. The cattle market was closed in 1992, and a Sainsburys has since been developed on the site. Spalding has remained an agricultural town throughout much of the 20<sup>th</sup> century. Further to this, in the modern period, South Holland has become one of the most important regions for food production and processing and it is estimated that *nearly 35% of the UK's food will go through it at some point in its life*. Regionally over 50 percent of jobs in South Holland are directly linked to the Agri-Food value chain (South Holland District Council, 2022).

### 1.6.3 RELIGION AND EDUCATION

Churches and chapels continued to be established and renovated during the 20<sup>th</sup> century. In 1908, the Christadelphian Hall was built on New Road (HER: MLI97745). In 1955, the Methodist churches of Spalding underwent a reorganisation and it was at this time that some of the church buildings were closed and the buildings demolished; the varying congregations merging into a smaller number of premises. The United Methodist Church on The Crescent (HER: MLI99258) was one



War memorial in Ayscoughfee Hall

such church to be demolished during this reorganisation. The Christian Association, located on Spring Gardens was repurposed over the 20<sup>th</sup> century, first into a social club until 1980, when it was acquired by the Spalding Fitness Company (HER: MLI125570, NHLE: 1464585). St Peter's Church was demolished in 1968 (HER: MLI23617).

The 20<sup>th</sup> century saw the founding of many new schools across the town, coinciding with the town's growing population. In the early part of the century, a grammar school for girls and Spalding High School were opened. The Wesleyan chapel, located in the Hole in the Wall was demolished after 1922. It was replaced by a chapel built in Broad Street, on the site of the old House of Correction, in 1926. Several schools were constructed within residential developments across the town.

### 1.6.4 RAILWAY AND TRANSPORT

Spalding's rail network continued to contribute to the town's local economy in the first half of the century. At its peak in the early 20<sup>th</sup> century, one of the main goods to be transported was tulip bulbs; and in 1939, 3000 tons of flowers were transported. The British Railways also ran excursions to the Spalding Annual Tulip Parade, and created advertising for the event (Catford, 2017). Road traffic has increased throughout the modern period and in the mid 20<sup>th</sup> century, a bus station was established to the rapidly developing area to the west of the town centre. In the mid 20<sup>th</sup> century, railway lines were beginning to close across the country. Although Spalding's railway was one of the busiest in the country, between 1959 and 1982 it lost all but one of its lines. The track between Bourne to Sutton Bridge via Spalding was closed to passengers in 1959, although goods still ran from the station until 1965. The Boston to Peterborough line was closed in 1970 (Wright, 1973). Some of its route was reused for the development of the A16 in the 1990s. The route between Spalding, Sleaford and Lincoln has remained open.

By the 1960s Spalding town centre was beginning to suffer from an excess of traffic following the rise in large vehicles and private car ownership during this period. The first bypass to be constructed in Spalding was the A16 which passes the town to the east, beyond the route of the Coronation Channel. Originally an inner relief road had been proposed in the 1960s and the route, which had been put forward would have crossed the town centre between Bridge Street and New Road, taking out medieval and post-medieval structures and layout north of Broad Street. This was rejected following a local campaign which had been promoted by the Spalding Civic Society, and as a result the current route (which incorporates some of the former Peterborough-Spalding-Boston railway), to the east which was chosen out of a possible five proposals was agreed, eventually opening in 1995 (Spalding and District Civic Society, 2010).

A new 6.5km relief road is presently (2022), being constructed to the west of Spalding across areas of agricultural land. In January 2022 work began on the north section of the road. It is anticipated that this road will bring numerous benefits to Spalding and the surrounding area through the reduction of domestic and freight traffic in the town centre and improved connectivity to the wider road network.

### 1.6.5 RECREATION

A picture house was opened in Spalding in 1913 on Westlode Street known as the Savoy Cinema (HER: MLI97456).

### 1.6.6 CHARACTERISTIC BUILDINGS

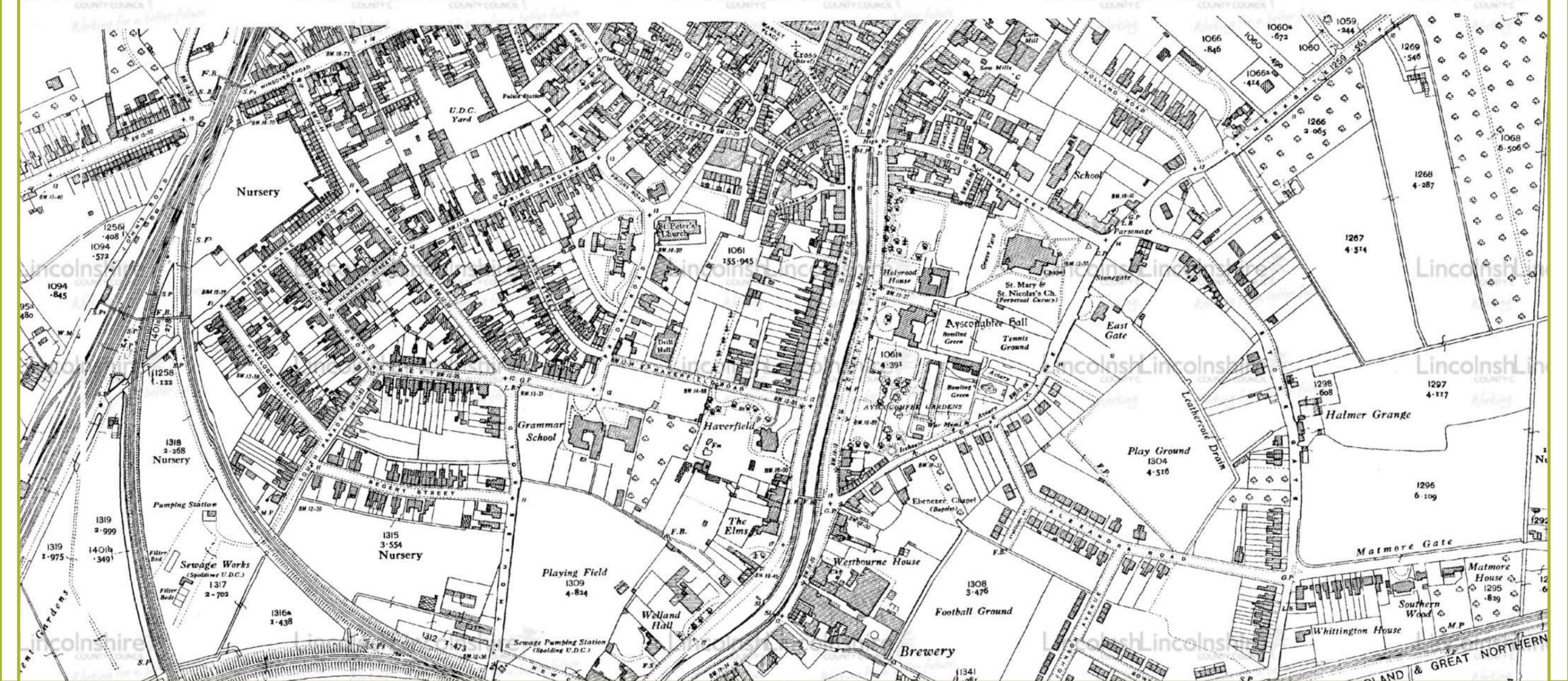
#### The Museum of the Spalding Gentleman's Society (MLI94467, NHLE: 1147350)

The museum for the Spalding Gentleman's Society was built in 1910. It was designed by architect, J B Corby and Sons and acts as a museum and meeting room.

### 1.6.7 MILITARY

Spalding drill hall was constructed in 1913 for the 'F' Company, 4th Territorial Force Battalion of the Lincolnshire Regiment, in Haverfield Road. The red brick building designed by Scorer & Gamble, was built in the Neo-Georgian style to the same basic form as drill halls seen in Boston and Scunthorpe (Carmichael & Stamper, 2015). It has had several uses over the century including a warehouse, office and as a building for local schools.

The Spalding War Memorial is Grade I listed and is located in the garden of Ayscoughfee Hall (HER: MLI94290, NHLE: 106402). The monument was built in 1922 to a design by well-known architect Sir Edwin Landseer Lutyens. A carillon (a percussion instrument often located in towers or on roofs) was also constructed as part of the memorial, situated on the roof of the Corn Exchange; it is one of a small number of national carillons. During the Second World War pill boxes were established to the south-west of the town close to Bourne Road (HER: MLI23511, MLI23577). Another was located on the railway crossing to the north-east of the town (HER: MLI23578). A purpose-built rail-block was located at the South Drove Drain level crossing at the south-west of the parish (HER: MLI83580). Air-raid shelters were established in the town, including one on Westlode Street and Priory Road (HER: MLI82070). In 1941, a raid took place which destroyed a number of town centre properties including shops on Bridge Street, Hall Place and a Liberal Club on the Crescent (SpaldingVoice, 2019).



## HISTORIC URBAN CHARACTER ASSESSMENT

### Summary

The Historic Urban Character Areas (HUCAs) have been based on the Historic Urban Character Types (HUCTs). The HUCT maps are available separately to this document through the HER. The HUCTs highlight patterns of development through areas which have originated at a similar time, are comparable in how they have developed or demonstrate a similar character or land use. The identification of HUCTs with these similarities allows groups (HUCAs) to be formed and analysed as a wider area.

The HUCTs are divided into 14 periods (see table below) these have been narrowed from the periods in the archaeological and historical background to provide a more detailed picture of the development and character of a place, incorporating the Industrial Revolution and the fast pace of development throughout the 20<sup>th</sup> century.

The character areas are discussed in terms of heritage value, based upon Historic England’s 2008 ‘Conservation Principles’, these include: Evidential, Historical, Aesthetic, and Communal. ‘Conservation Principles’ sets out a method for thinking systematically and consistently about the heritage values that can be attributed to a place. People value historic places in many different ways; ‘Conservation Principles shows how they can be grouped into four categories. A concordance table has been produced to compare the values taken from the ‘Conservation Principles’ with the NPPF21, in terms of significance.

The values are as follows:

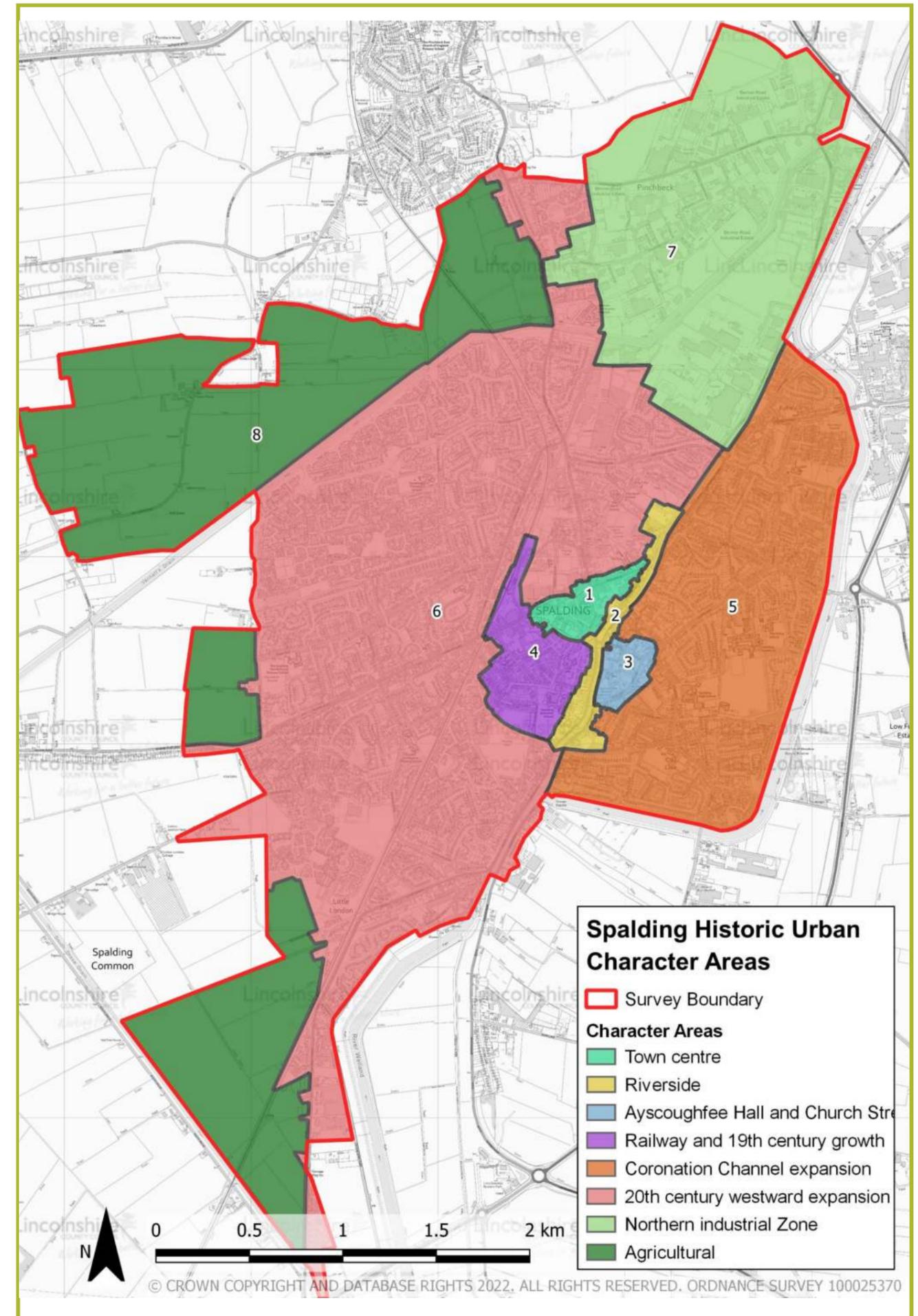
**Evidential:** the potential of what is present within the HUCA to tell us more about past human activity if investigated. This might relate to a national story of archaeological knowledge or architectural history. One factor which will affect the value is the integrity of what the HUCA contains. Archaeological deposits may be compromised by later development or buildings may be significantly altered by later, unsympathetic extensions and alterations.

**Historical:** the potential of the HUCA overall to illustrate the story of the town. In some circumstances the story may be of national importance.

**Aesthetic:** the way in which people draw sensory and intellectual stimulation from the HUCA, principally its appearance. This may be derived from a designed element like a 20<sup>th</sup> century council housing estate, or from the way the HUCA has evolved over time. Unattractive elements, such as neglected sites, might reduce the aesthetic value.

**Communal:** the values the local community attach to the HUCA - what it means to the local population, including commemorative, symbolic and social values. Also to what extent the HUCA has the potential to increase public sensitivity towards the historic environment.

Period	Date Ranges	Abbreviations	
1	Prehistoric	10000-43	Pre-H
2	Roman	43-409	Rom
3	Early Medieval	410-1065	E-Med
4	Medieval	1066-1539	Med
5	Post Medieval	1540-1759	P-Med
6	Late 18th Century	1760-1799	Late 18thC
7	Early 19th Century	1800-1832	Early 19thC
8	Mid 19th Century	1833-1865	Mid 19thC
9	Late 19th Century	1866-1899	Late 19thC
10	Early 20th Century	1900-1924	Early 20thC
11	Early Mid 20th Century	1925-1949	Early-mid 20thC
12	Late Mid 20th Century	1950-1974	Late-mid 20thC
13	Late 20th Century	1975-1999	Late 20thC
14	21st Century	2000-Present	21stC



## The Conservation Principles values

This can be used to understand how value has been assigned in the value tables which can be found in the Historic Urban Characterisation Area Assessments (HUCAs).

Evidential value	
High	There is a high potential for the heritage assets within the HUCA to contribute to an understanding of the history of the town. Archaeological sites are likely to survive (both below ground and above ground fossilised within the townscape) and for new research relating to the nature and origins of the built heritage to enhance the understanding of the development of the town. New insights into the history of the town can contribute to an understanding of the development of towns from the medieval period onwards both within Lincolnshire and more widely.
Medium	There is the potential for heritage assets to contribute to an understanding of the history of the town, but there may be fewer opportunities for new insights to be deduced due to the nature of the heritage assets in question or subsequent changes to the historic character of the HUCA. The potential for archaeological deposits to contribute to an understanding of the development of the town may currently be unclear due to the current level of understanding of the origins of the HUCA. The potential may also be impacted by levels of development.
Low	There are no or very few known heritage assets. The understanding for the potential for above and below ground archaeological deposits to survive may be affected by the current lack of research within the wider area. Mitigation may still be required dependent upon an assessment of both the nature of any prospective new development and the potential of the individual sites being developed.
Historical value	
High	The legible heritage assets either dominate or significantly contribute to the historic character of each HUCA. There are strong associations between the heritage assets (both tangible and intangible) within the HUCA that are potentially demonstrable and/or the heritage assets make an important contribution to the history of the wider area. There are often designated sites within or lying adjacent to the HUCA and in some cases these may comprise or include portions of Conservation Areas. The high value is not precluded by some degree of 20th/21st century alterations to the historic character.
Medium	Legible heritage assets are present within the HUCA, but are not necessarily predominant or they have undergone some form of alteration. Their presence, however, may contribute to an understanding of the development of the character area and/or there are potential associations between assets. Further research may clarify these associations and elucidate the contribution of these assets to the history of the wider area. Even in their present form they do enable the public and community to visualise the development of the area over time.
Low	There are no or very few known legible heritage assets; where they exist their associations are not clearly understood.
Aesthetic value	
High	The completeness or integrity of the extant heritage townscape and its contribution to the aesthetics of the zone is significant. There are opportunities to enhance or restore the historic fabric of the HUCA. The HUCAs will often form part of or form the setting to Conservation Areas.
Medium	The components of the townscape are legible, but there may have been considerable impact by 20th or 21st century re-development of elements of the historic character. It is not possible within this project to discuss whether the modern alterations have positive, neutral or negative impacts upon overall aesthetics.
Low	The aesthetics of the historic character have been significantly impacted by 20th or 21st century development. It is not within the scope of this project to discuss whether their contributions are positive, neutral or negative within the wider townscape.
Communal value	
High	Contains numerous heritage assets which could be used to engage the community through interpretation. The heritage assets clearly form part of a wider history of an area which can be drawn into a narrative. There may already have been a degree of interpretation and/or the community/public already has access to at least some of the heritage assets within the zone.
Medium	The ability for the heritage assets to contribute to the history of the town may be limited by the current understanding, their legibility within the townscape or through limited access.
Low	There are few known heritage assets which make it difficult to elucidate their history or apply it to a wider interpretation. There is no access or the legibility of the heritage assets is negligible.

## Concordance Table between Historic England Conservation Principles and the NPPF

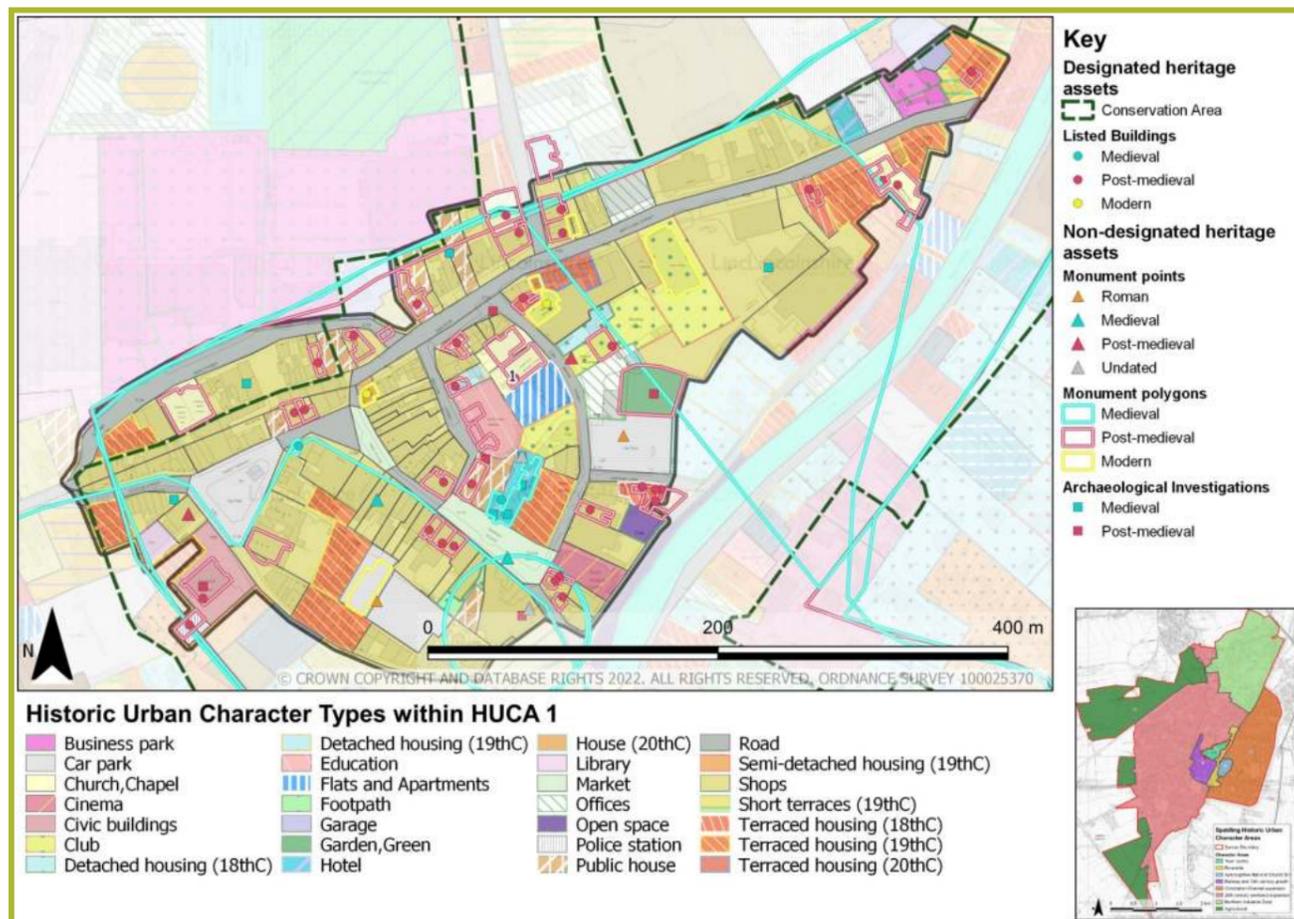
NPPF Significance	Conservation Principles	Conservation Principles Scope Note	NPPF Scope Note
Archaeological	Evidential	<i>“the potential of a place to yield evidence about past human activity.”</i>	<i>“There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.”</i>
Historic	Historical	<i>“the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.”</i>	<i>“An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation’s history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.”</i>
Architectural/ Aesthetic	Aesthetic	<i>“the ways in which people draw sensory and intellectual stimulation from a place.”</i>	<i>“These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.”</i>
*See Paragraphs 190 (b) and (c), 193, 197 (b) and (c), 205, 206.	Communal	<i>“the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory”</i>	<i>N/A see relevant paragraphs</i>

### EUS in planning

It is anticipated that the EUS will be used to support appropriate application of the National Planning Policy Framework (NPPF) in the future development of Lincolnshire's towns. The EUS is directly applicable to the aims set out in the 2021 NPPF, particularly in Chapter 3 'Plan Making', Chapter 12 'Achieving well-designed places' and Chapter 16 'Conserving and enhancing the historic environment'. Chapter 3 states that *Strategic policies should... make sufficient provision for: conservation and enhancement of the natural, built and historic environment... Plans are 'sound' if they are: Justified... based on proportionate evidence.* For both objectives the EUS can provide a thorough evidence base which can assist in the production of plans. Chapter 12 states that Planning policies and decisions *should ensure that developments... are sympathetic to local character and history, including the surrounding built environment and landscape setting... establish or maintain a strong sense of place using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.*

The EUS discusses local character, including built character and landscape setting, the evidence provided in the character assessments can be used to aid in the creation of 'well-designed places' through supporting an understanding and appreciation (from a heritage perspective) of the history and character of a town. The EUS contributes to the application of Chapter 16 of the NPPF by providing another evidence source on which to base development applications. The discussion of the character within the town can also be used to assist in the reappraisal and designation of new conservation areas.

Recent design-related guidance, including the National Design Guide and the National Model Design Code, explicitly reference the significance and value of understanding the historic character of a place. Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and influence their context positively; and responsive to local history, culture and heritage. In all cases the EUS programme, and its products, are directly aligned with the aspirations in these key planning guidance advice notes and emerging legislation.



## HUCA 1—Town centre

### Key characteristics

- ◆ Commercial and civic core, reflective of a quintessential market centre,
- ◆ Characterised by a mixture of commercial properties, shopping areas and parking,
- ◆ Buildings predominantly date to the 18<sup>th</sup> and 21<sup>st</sup> centuries, a small number of medieval properties,
- ◆ Georgian, Victorian and modern architectural styles are most common,
- ◆ A large amount of redevelopment has taken place in the late 20<sup>th</sup> century, particularly around Westlode Street,
- ◆ Urban core is focused around three central market places or open spaces including Market Place, Sheep Market and Hall Place,
- ◆ Mixture of building styles, mostly commercial with open frontages and frequent exterior decoration,
- ◆ Varied roof heights up to 4 storeys. Varied distances from road front,
- ◆ Dominant materials include red brick, ashlar stone and render; some buildings are painted white. Traditional wooden or uPVC window inserts in modern buildings,
- ◆ Traditional gas style street lamps and some street decoration including flower planters.

### Landscape History

The character area is defined by the triangular shape created by the junction of Westlode Street and the Welland River. The origin of this layout probably dates to the Roman period as the Romans are believed to have constructed the Westlode as an artificial water channel. A small number of Roman finds have been recorded in the character area including pottery (HER: MLI20258) and a Roman statue (HER: MLI23610). In the medieval period, Spalding Priory was established covering an area which in the present day town plan would have extended to the Market Place in the north, St Thomas' Road in the south and was bounded by the Westlode and the River Welland to the east and west. There is only one structure remaining from what would have likely been an extensive complex; this is the Prior's Oven which dates to approximately 1230 (HER: MLI22362, NHLE: 1359545). The town centre contains three open areas, which have been used for markets covering different commodities; these include Sheep Market, Hall Place and Market Place. The shape has possibly resulted from the trajectory of approaching trading routes including roads and rivers; although the rectangular shape of Market Place indicates that it may have been purposefully planned. There were likely buildings which faced into the space; Shanghai Restaurant (Also known as the White Hart Hotel) is one such structure and dates to 1500. In 1715 a fire caused an extensive amount of destruction in the town centre. A large amount of the town centre was redeveloped in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries. Hall Place, Westlode Street and Sheep Market have a higher amount of modern redevelopment.

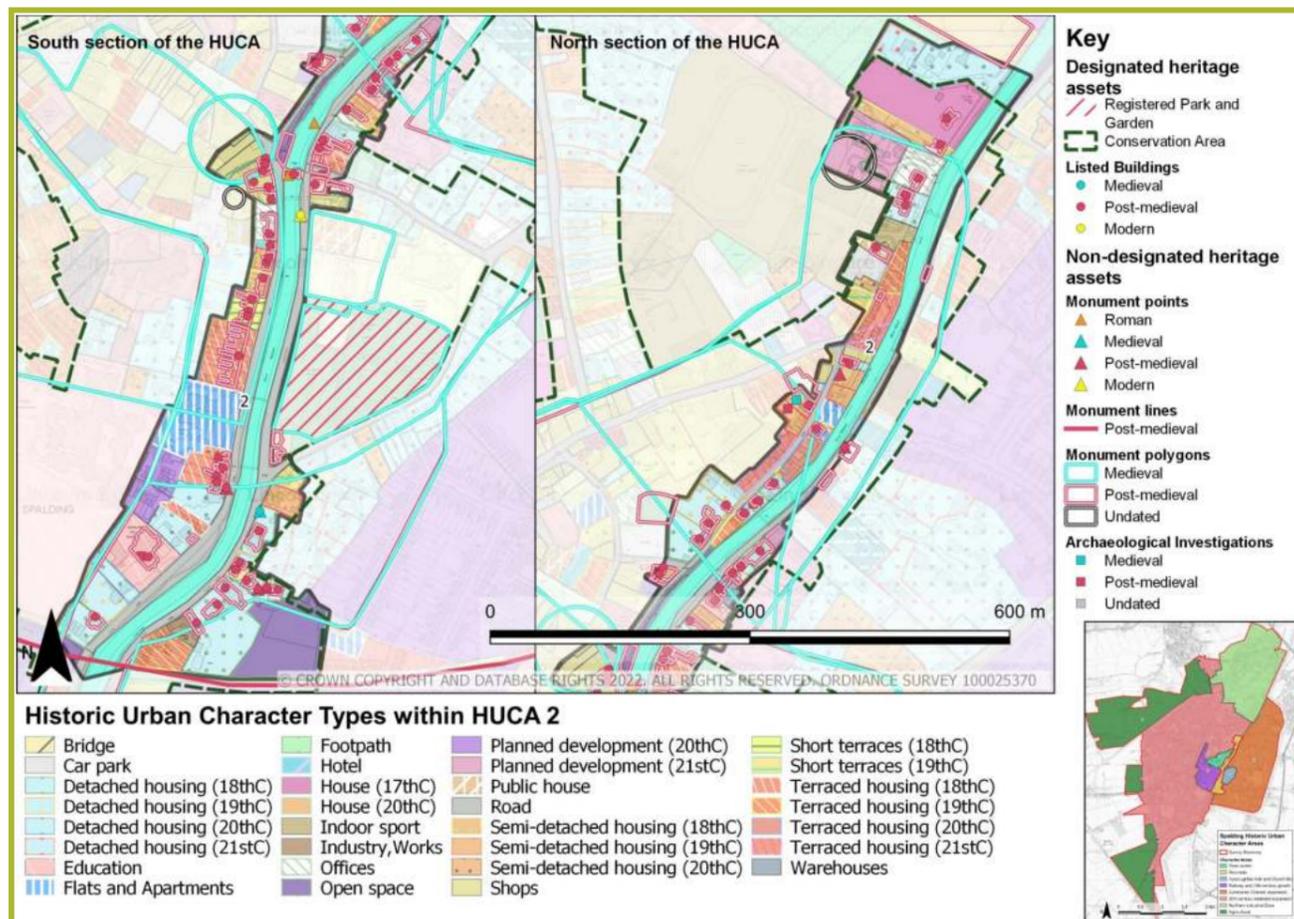


**Evidential Value:** The character area is key to the historic narrative of Spalding. There are several heritage assets from multiple periods which contribute to Spalding's growth as a town. Westlode Street and its origins as a possible Roman artificial water channel is pivotal to an understanding of history in the town. Further investigation into the full nature of Spalding's Roman origins would be beneficial to the town. The Spalding priory and remaining priory buildings as well street names such as Abbey Passage and Priory Road all contribute to our understanding of the town's formation as a religious centre. Spalding's trading history which has continued from the medieval period through to modern day is preserved within the HUCA, and is most visible through Market Place, Hall Place and Sheep Market. Later periods have contributed to the market centre as the requirements of the space have changed, however, its original purpose is still recognisable in the present day.

**Historical Value:** The character area provides a great deal of context on the religious, commercial and developmental history of Spalding and the wider area. Spalding's medieval history and its later status as an important market centre, including the economic history of the fenland region are also demonstrated within the HUCA. This history is legible across the area and its high value is not precluded by some 20<sup>th</sup>/21<sup>st</sup> century alterations to the historic character.

**Aesthetic Value:** The town centre is visually historic with many assets, shapes and layouts which date to the medieval and post medieval periods. The buildings largely display Georgian, Victorian and modern architectural ideals, although the plan form and street layout were developed during the medieval and post-medieval periods. Although heavily altered, Prior's Oven is a visual reminder. The character area makes up a large portion of the Spalding Conservation Area.

**Communal Value:** The character area is central to the historical narrative of the town, from the early medieval period into the modern day. Its character, including the style and type of buildings and the plan form mark this area as a public zone. The high concentration of activity in the character area from the early medieval period until the present day, provide a great amount of heritage with which to engage the public.



## HUCA 2— Riverside

### Key characteristics

- ◆ Characterised by the River Welland with properties facing towards the river,
- ◆ Residential, industrial and commercial buildings,
- ◆ Often Victorian or Georgian in design, some modern developments,
- ◆ 2-4 storeys,
- ◆ Evidence of former industries, such as warehouses; many have since been converted into houses,
- ◆ Active frontages, although the rear of buildings are shown along the river from the Double Street properties,
- ◆ Dominant materials include red brick, limestone,
- ◆ Large houses, belonging to former merchants,
- ◆ Timber windows, some modern replacements, pantile or slate roofs.

### Landscape History

The River Welland would have been a valuable resource throughout history. It is believed that the first bridge to cross the River Welland was of Roman construction. This theory is based upon the trajectory of Roman roads in the vicinity, and a coin which was recovered from the bridge foundations during its redevelopment in the 18<sup>th</sup> century; although its provenance has not been confirmed in the present day. The river became a natural place of trade and communication, as travel via water was much more efficient during the medieval and much of the post-medieval periods. Consequently, the port became the main source of the town's economy for much of the medieval and post-medieval periods. The area was the location of quay, warehouses and service/craft industries. During the post-medieval period, the economy of the town improved due to the improvement of drainage and agriculture in the surrounding landscape. This allowed more goods to be exported from the town and as a result new warehouses and merchants houses were constructed along the banks of the river. This has given the buildings in the HUCA a broadly uniform Georgian and Victorian character with many dating to the 18<sup>th</sup> and 19<sup>th</sup> century. River trade declined following the introduction of the railway in the mid 19<sup>th</sup> century. As a result, in the 20<sup>th</sup> century, former warehouses and industrial buildings have been converted into flats, although much of the renovation has been sympathetic to the former use of the buildings.

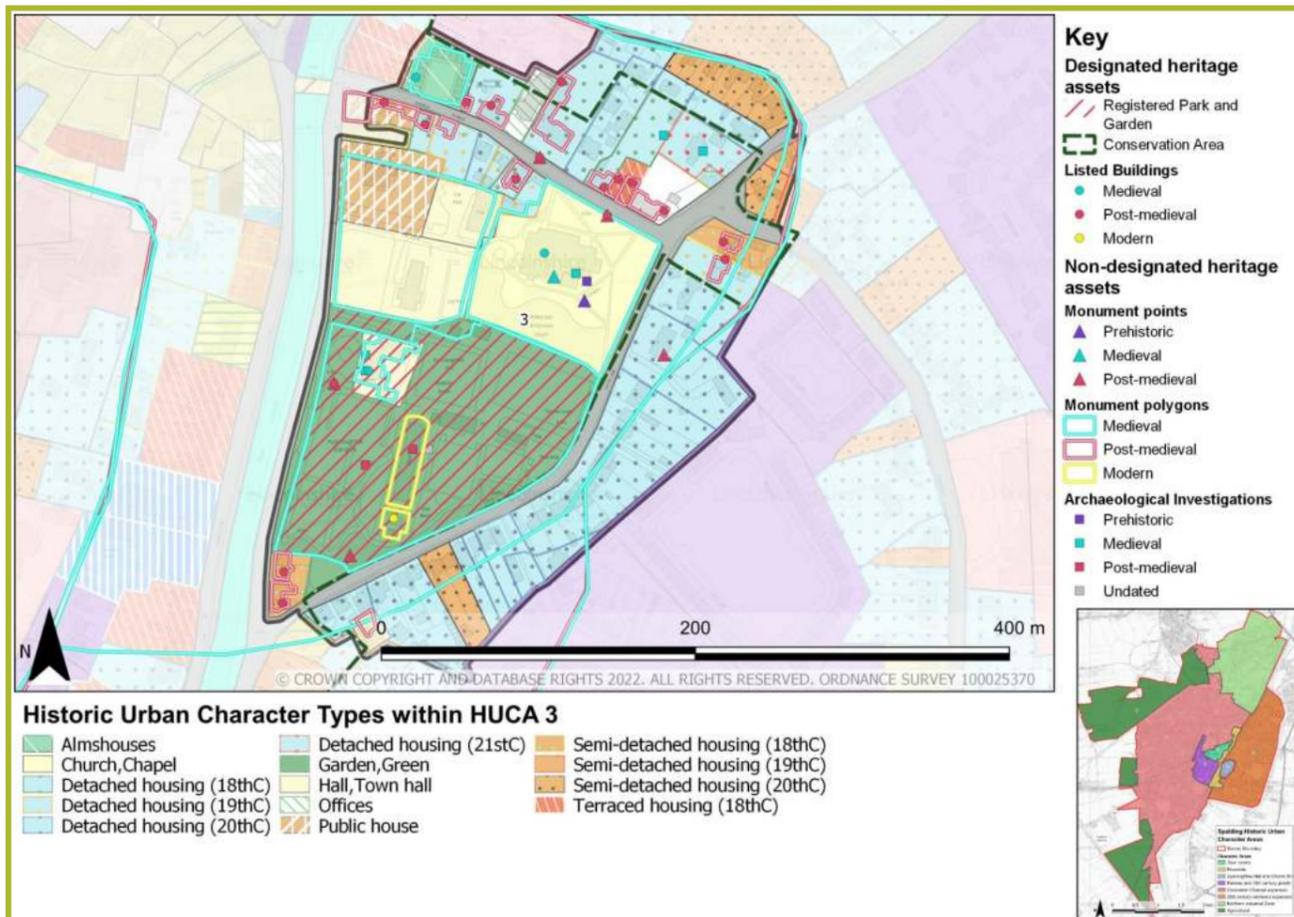


**Evidential Value:** There are many heritage assets within the character area which are pivotal to the narrative of Spalding's development. The Welland River was a key resource which would have attracted early settlement and later development of Spalding into a town. Warehouses and houses, many of which are listed buildings, were all built adjacent to the river to be close to the economic activity during the post-medieval period.

**Historical Value:** The character area is central to Spalding's history as a port from the medieval period until the modern day. Its location on the River Welland created the opportunity for the town to become a thriving inland port and it is this which facilitated growth in other areas by allowing the town to export and import local produce.

**Aesthetic Value:** The character of the HUCA is consistent. The River Welland is the focal point in the character area with houses and warehouses which face towards it lining both sides of the river, with active frontages. Double Street is the main area where buildings face away from the river. Although the town had been a port since the medieval period, the buildings in the character area date largely to between the 17<sup>th</sup> and 19<sup>th</sup> centuries during a period of rapid growth in the town's economy.

**Communal Value:** The character area is actively engaging. There are assets throughout the area which create interest and highlight the historic nature of the area and its development. The area is also a draw for visitors and residents with footpaths along much of the course which encourage interaction with the local environment.



### HUCA 3—Ayscoughfee Hall and Church Street

#### Key characteristics

- ◆ A quiet area with several high status early buildings, mature trees and established gardens,
- ◆ Grade II listed park and gardens surrounding Ayscoughfee Hall with several mature trees,
- ◆ Medieval architecture with some Victorian and Georgian town-houses on Church Street,
- ◆ 20<sup>th</sup> century housing surrounds the east and south-eastern border of the church and rear of Ayscoughfee hall,
- ◆ The church is open with low walled boundaries, the Ayscoughfee Hall gardens are surrounded by a high red-brick wall,
- ◆ Red brick is most common building material with some rendered buildings,
- ◆ Older buildings are pan-tiled, or slate. Modern buildings have concrete roofs,
- ◆ Older buildings have traditional timber windows, modern buildings have uPVC inserts,
- ◆ A large number of mature trees within the church grounds and Ayscoughfee hall, apart all other vegetation is within gardens,
- ◆ Narrow pathway and roads which form a triangular boundary around the hall and church.

#### Landscape History

Prior to its development, the character area was likely to have been subject to wet conditions due to its position adjacent to the river. Topographically the area is slightly higher than the surrounding land which may have been part of the decision to build here. The first structure recorded in the HUCA was a Norman cemetery chapel, dedicated, possibly at a later time, to Thomas Becket the Martyr. St Mary and St Nicholas Church was constructed on the site of the older chapel in 1284; and some of the earlier masonry was reused in the eastern wall of the new church. In the following centuries, the area surrounding the church was slowly developed. In 1420 Ayscoughfee Hall was built to the south of the church, set into three hectares of walled gardens. It is suggested that the hall is located on the site of an earlier manor house which was recorded in the Domesday survey. In 1500, Holyrood House/Gayton Hall was built to the north of Ayscoughfee Hall and to the south-west of the church. In 1501, almshouses were founded to the north of Church Street, they were rebuilt in the mid 19<sup>th</sup> century. The buildings to the north of Church Street were largely constructed between the 18<sup>th</sup> and 19<sup>th</sup> century, and are mostly large residential town houses. In the 20<sup>th</sup> century a small number of buildings have been constructed on Church Street, not all of which have been in-keeping with the character of the street. In 1959, Gayton Hall was demolished and council offices were constructed on its site, which are highly unsympathetic to the character of the area. Love Lane was also developed slowly over the 20<sup>th</sup> century, with large detached and semi-detached houses, some of which show a mock-Tudor or Arts and Craft stylistic elements.

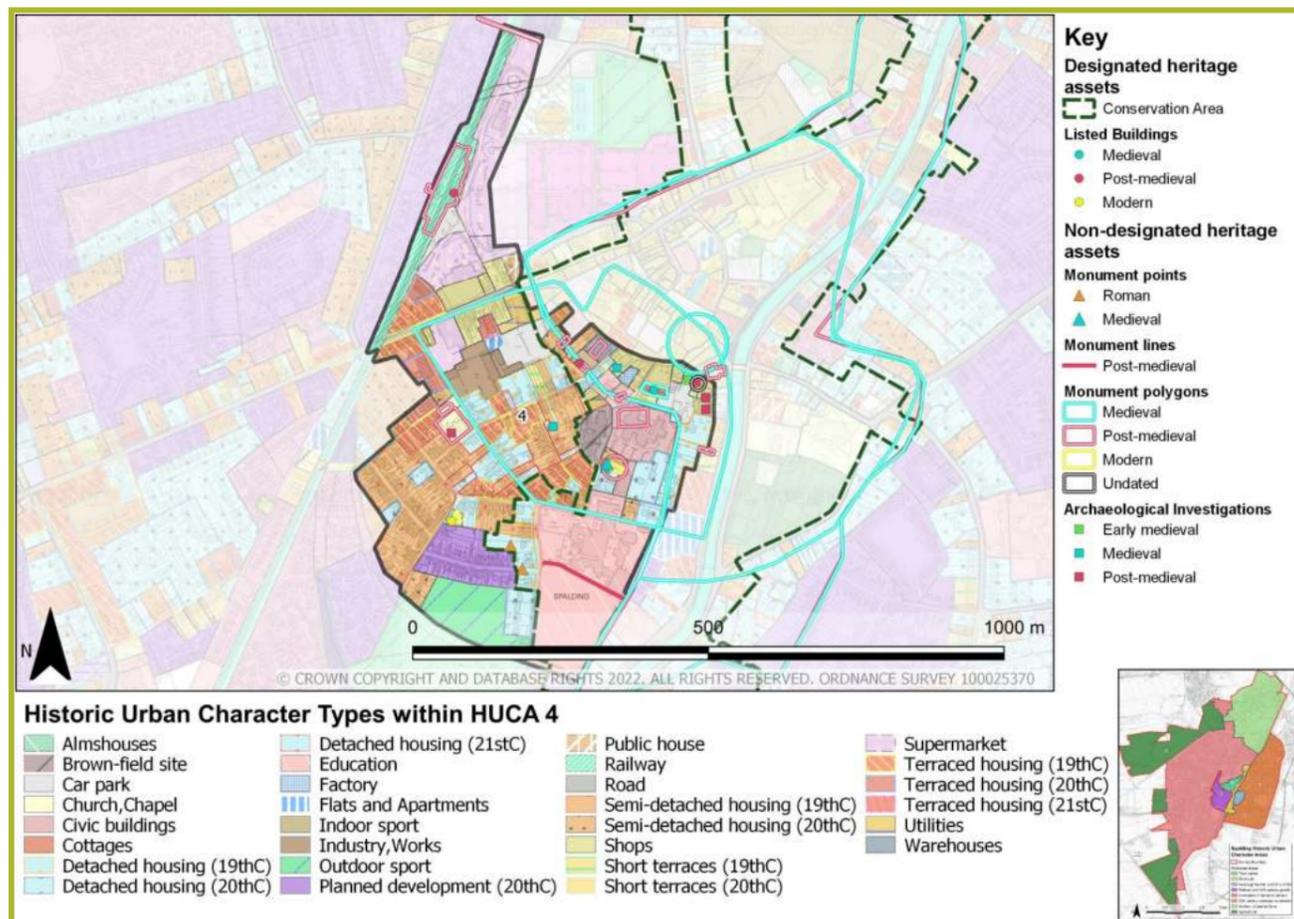


**Evidential Value:** The character area contains a lot of heritage assets which are pivotal to our understanding of the history and importance of Spalding. Built and buried evidence of former religious buildings and the current church are central to Spalding's narrative as an early religious centre. There is also possible manorial evidence on the site of Ayscoughfee Hall. The subsequent development of the surrounding streets in the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries demonstrates the development of the area and its changing importance. Archaeological sites are likely to survive both below ground and above ground and there is a high possibility for new research relating to the nature and origins of the heritage assets to enhance the understanding of the development of the town.

**Historical Value:** The legible heritage assets dominate the historic character of the HUCA. The church, hall and surrounding buildings, individually and as a group, provide a large amount of context relating to the early religious and residential history of Spalding. There are often designated sites within or lying adjacent to the HUCA and in some cases these may comprise or include portions of Conservation Areas. The high value is not significantly diminished by 20<sup>th</sup>/21<sup>st</sup> century alterations to the historic character.

**Aesthetic Value:** The historic character is largely intact across the area with minor interruptions by unsympathetic development. A large amount of the HUCA forms part of the Spalding Conservation Area and many of the buildings are Grade I-II\* and the Registered Park and Garden is Grade II listed. Although adjacent to the River Welland, the church and the hall are set back and behind later development and vegetation which separates them from the riverside. The medieval and post-medieval buildings are instantly recognisable as being central aspects of the development of the town. Ayscoughfee Hall and the church create a central focus within the HUCA with the remaining buildings facing towards the structures. Modern development along Love Lane, has to an extent, reflected design elements of the Arts and Craft and mock Tudor styles.

**Communal Value:** The character area contains much which is of value to the community and many narratives which hold meaning for Spalding and its residents. The church is and has been a central gathering point for the community since the medieval period. In the surrounding flat landscape the spire of the church is visible from great distances, which is a view that has been shared across the centuries. Ayscoughfee Hall, which is now in use as a museum, engages the public on local heritage. The managed gardens were first formalised around 1720-30, and many of the elements date to this period including a yew hedge. Further communal value was added in 1921, with the construction of the First World War memorial in the gardens of the hall and more recently in 2019, with the addition of the memorial for the Second World War.



## HUCA 4– Railway and 19th century growth

### Key characteristics

- ◆ Characterised by housing dating to the mid-late 19<sup>th</sup> and early 20<sup>th</sup> centuries,
- ◆ Some new churches, predominantly non-conformist,
- ◆ Mid-high density,
- ◆ Semi-detached, terraced housing and detached,
- ◆ A high degree of window and door ornamentation,
- ◆ Red brick, some white render,
- ◆ Some traditional windows, many uPVC inserts, bay and dormer windows are common,
- ◆ Slate, pan-tile roofs and replacement tile roofs,
- ◆ Houses are located on the back edge of the pavement,
- ◆ Few driveways, predominantly on-street parking,
- ◆ Few front gardens; where present fairly small.

### Landscape History

Roman pottery has been recorded within the HUCA, and as such it is likely that there was a level of activity within the area during the period. During the medieval period Spalding Priory (HER: MLI22355) covered much of the character area, extending from St Thomas' Road to the Market Place in the north. After the dissolution of the priory in 1540, the land was owned by Charles Brandon. By the 18<sup>th</sup> century the character area was predominantly made up of small enclosures and orchards. During this period, the focus of the town was to the east, along the River Welland. It was following the introduction of the railway that the character area was developed, with new housing; between the mid 19<sup>th</sup> and early 20<sup>th</sup> centuries. The area was developed with new roads on either side of St Thomas' Road. The housing was mixed with rows of terraces and larger semi-detached and detached housing for the employees of new industries which had been established close to the railway line. The Old Johnson Memorial Hospital was opened in 1881 on Priory Road. Constructed in an imposing Gothic Style, the building is highly visible on the street.

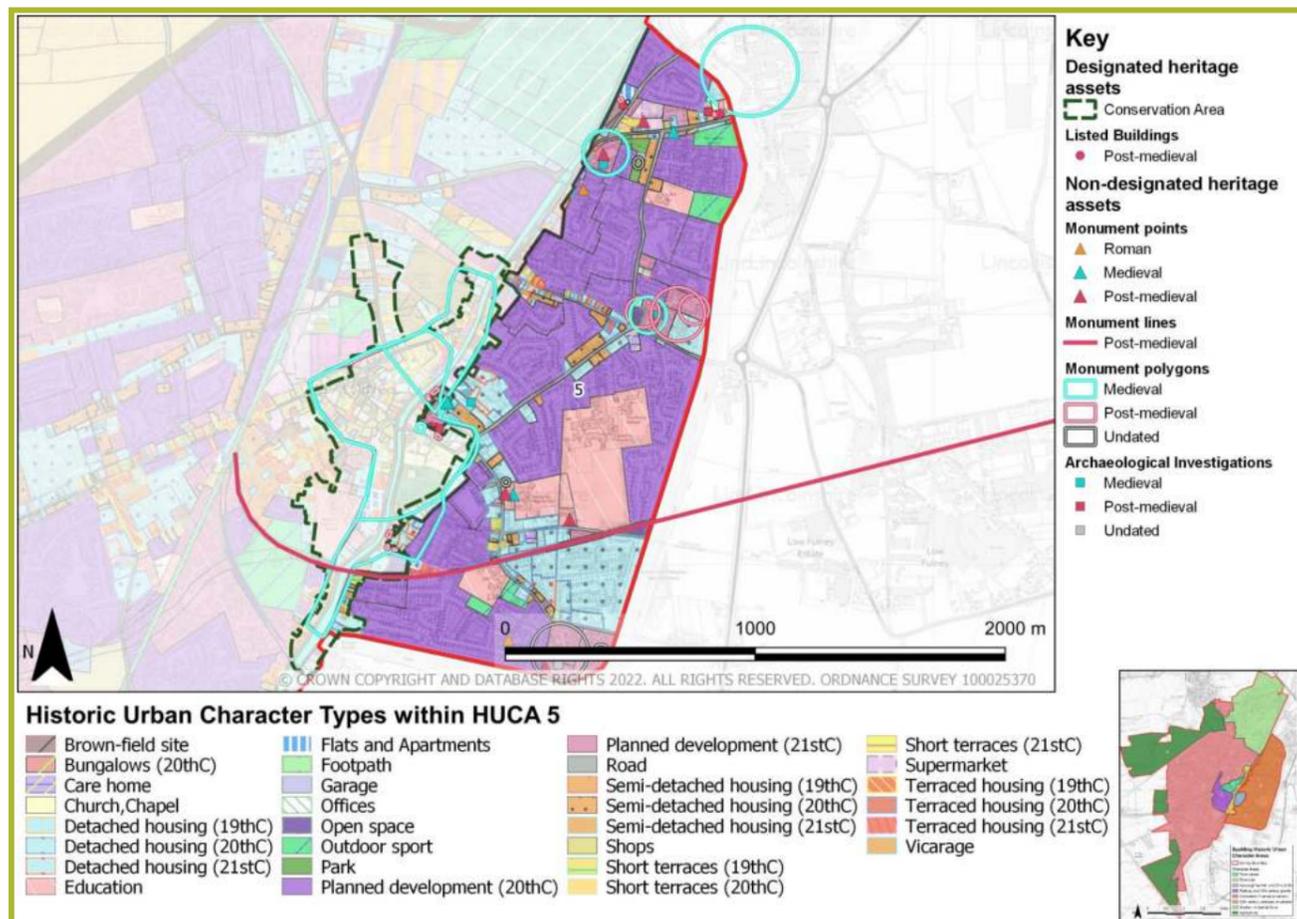


**Evidential Value:** The character area holds evidence largely from the medieval period onwards, although a small amount of Roman evidence indicates activity in the area during this period. During the medieval period, the extent of the Spalding Priory partially fell within the character area. Although this area is now largely developed and many physical remains of the priory are no longer extant, the former boundaries are partially preserved in the present day streets of St Thomas' Road and further remains associated with it are possible. Post-medieval evidence contained within the HUCA contributes to the narrative of Spalding's development following the construction of the railway. The increase in non-conformism in the town is also visible in the increase in chapels during the new developments of the 19<sup>th</sup> century.

**Historical Value:** HUCA 4 demonstrates the change in Spalding's focus following the rapid changes seen during the 19<sup>th</sup> century. This shift was enabled by the introduction of the railway and in the later part of the century, trades and businesses began to shift towards the west to be closer to the station. Spalding railway became a large junction for the railway with connections to many towns across Lincolnshire and the country. As a result many new streets of residential houses for increasing numbers of employees and business owners were constructed in the area. The growth of non-conformism in the area also contributes to an understanding of the town's changing attitude towards religion which also reflects the picture seen in wider Lincolnshire.

**Aesthetic Value:** The architecture and street design seen in this character area is largely Victorian and Edwardian, largely comprising red brick properties on relatively narrow straight streets. It creates a contrast to the Georgian and early Victorian architecture seen in HUCA 2 and the 20<sup>th</sup> century development of HUCA 5 and 6. As such, it forms a highly visible element of Spalding's development during this time period. Its historic character is largely intact with minor changes such as modern windows.

**Communal Value:** There are several heritage assets within the HUCA which make up large elements of Spalding's history, including the history of its religious, civic, transport and development. These could be used to engage the public through interpretation. The Old Johnson Hospital contributes to the 19<sup>th</sup> century civic development of the town.



## HUCA 5—Coronation channel expansion

### Key characteristics

- Characterised by mixed 20<sup>th</sup> century development largely comprising residential streets and schools,
- Much of the development dates to the mid-late 20<sup>th</sup> century,
- Mixed construction with varying styles,
- Detached, semi-detached housing, bungalows and a small number of flats, in a mixed pattern or on separate developments,
- Set within front and rear gardens with driveways,
- Building materials include orange and buff brick, some houses are rendered or half rendered,
- uPVC windows, concrete tile roofs,
- Vegetation is provided by greens, small parks and gardens. Some of the streets are tree-lined with grass verges,
- Some small parks,
- Schools were built within the developments,
- Wide roads in an irregular winding pattern with cul-de-sacs and larger connecting roads throughout.

### Landscape History

There are no recorded remains dating to the Prehistoric period. A small amount of Roman remains indicate that local activity was occurring during this period; a scatter of pottery has been recovered from the north of the HUCA (HER: MLI22377). Remains of enclosures and pottery have also been recorded on a new housing development to the south of the area (HER: MLI23597). During the medieval period, the area was probably utilised for agriculture, including pastoral and arable where drainage allowed. A number of medieval areas of activity also show that the area was utilised by local people during this period. The site of a medieval chapel with connections to Spalding Priory is recorded on Holbeach Road, although the building is no longer extant (HER: MLI22382). Some evidence for settlement remains are recorded to the north-west of the character area, at the junction between Queens Road and Low Road. This site is thought to have been a small cottage or farmstead occupied from the 16<sup>th</sup> century, used for pastoral farming with a short period of brick production in the 18<sup>th</sup>-19<sup>th</sup> century. Pottery from the medieval period was also noted on the site indicating that its use continued over a long period. Many drainage ditches were built over the medieval and post-medieval periods, although in the 19<sup>th</sup> century much of the landscape surrounding Spalding was drained and steam engines were employed to pump the water away from the land. This was largely effective; the land was sometimes subject to flooding. Scattered farmsteads and small scale development had been undertaken in the character area; however flooding events still occurred and in 1947 a damaging flood contributed to a decision to construct the Coronation Channel, which was completed in 1955. It was not until the construction of the Coronation Channel in 1955 that large scale residential development took place on the east of the town. The channel now provides the eastern boundary of the parish.

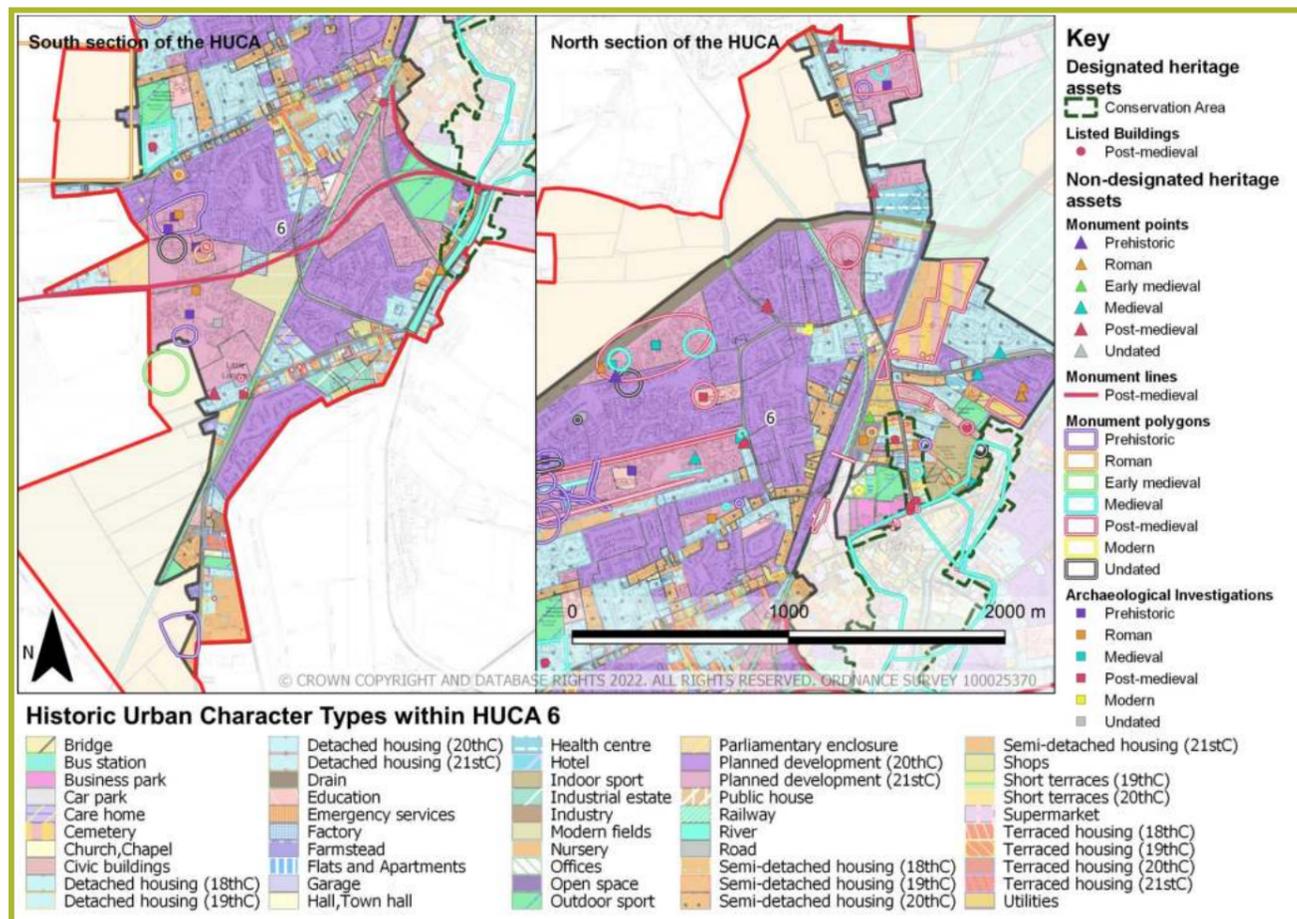


**Evidential Value:** Scattered remains from the Roman, medieval and post-medieval periods provide context on the landscape use and management. A great deal of development has taken place over the 20<sup>th</sup> century which may have truncated below ground remains, although some may remain. The character area also contributes to an understanding of drainage and landscape organisation in the area, evidence of which is visible in the Coronation Channel.

**Historical Value:** The character area is also important for its contribution to an understanding of the process of drainage in the landscape around the town. Medieval evidence also demonstrates how the east of the town was utilised during this period. The character area makes a large contribution to understanding the modern growth of the town

**Aesthetic Value:** The character area demonstrates a range of 20<sup>th</sup> century development styles which charts the town's growth over this period. Earlier character has largely been obscured by this later development. The Church of St Paul is a highly visible asset which is located on one of the main routes into the town. Its form, which is an Early English style was designed by Sir George Gilbert Scott and creates a point of interest in this area of the town.

**Communal Value:** The character area is predominantly private residential, although there are opportunities to engage the public on heritage assets and archaeological events which are extant in the character area. The channel is now a popular walking route and is used for recreational fishing, which creates communal experience out of a construction which has served the town for a specific purpose.



## HUCA 6—20th century westward expansion

### Key characteristics

- ◆ Characterised by 20<sup>th</sup> century development with large areas of residential development,
- ◆ Mixture of housing types and styles depending on the date of construction,
- ◆ Detached, semi-detached, bungalow, terrace, short terraces,
- ◆ 1-2 storeys,
- ◆ Older buildings dating to the 18<sup>th</sup>/19<sup>th</sup> century are present on the approach roads into the town with modern housing estates to the rear,
- ◆ Mixture of brick including red, buff and brown brick,
- ◆ Mixture of roof forms, but predominantly concrete tiles or pantile. Modern uPVC windows,
- ◆ Most houses are set within a garden with a driveway, although on-street parking is also common,
- ◆ Vegetation is common across the area with frequent greens, street trees, grass verges and within front and rear gardens.

### Landscape History

Prehistoric and Roman activity is recorded across the character area, including remains of settlement and industrial activity. This is predominantly recorded to the west of the character area, in areas of more recent development. During the late Iron Age and Roman period, there was extensive salt production. This activity appears to have declined by the early medieval period, and it was during this time that marine inundations also appear to have become more common. There is a lack of evidence from this period in the archaeological record. The landscape became a lot more managed during the medieval period, which was probably due to the influence of Spalding Priory; farmsteads were often established in areas which required drainage and maintenance and Monks House located on Bourne Road is believed to have been a grange which would have served the abbey for agricultural production and landscape maintenance. The current building on this site dates to the early 16<sup>th</sup> century and was built within a moat (HER: MLI94282, MLI22356, NHLE: 1063993). In the 16<sup>th</sup> century drainage maintenance declined and many areas returned to fen. There were many schemes throughout the post-medieval period with the aim of draining the landscape. These schemes included the construction of large drainage ditches, gowts, sluices and locks. In the 17<sup>th</sup> century, Vernatt's Drain was constructed between Pote Hole and the River Welland; this ditch runs across the character area and is a key feature in its landscape. The introduction of steam engines greatly improved the effectiveness of drains. The character area has been residentially developed over the course of the 20<sup>th</sup> century; although some development had already taken place along the main roads into Spalding. These developments have taken place often in large single developments.

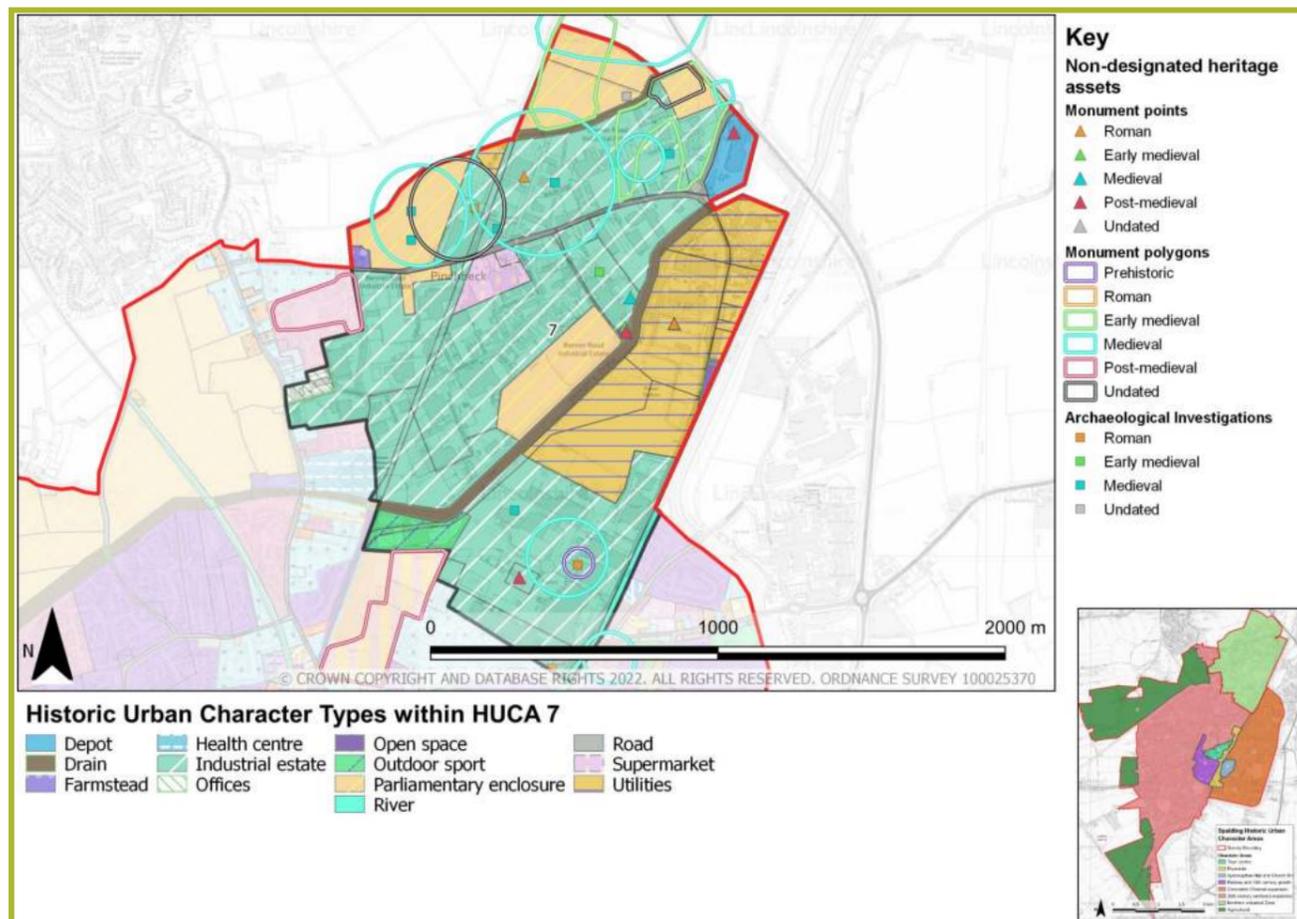


**Evidential Value:** There is a large amount of evidence within the HUCA which provides insight into the area during the prehistoric and Roman periods, including evidence of settlement, agriculture and industry. Archaeological investigation of these sites has also provided context on how the changing environment of the area impacted activity. In the medieval period the Monks House—a grange was constructed on the western edge of the character area. This grange was also probably responsible for agricultural activity and landscape management of the adjacent lands. Post-medieval agricultural activity has also been recorded and as a result a great amount of detail on the area and its development is held within the HUCA.

**Historical Value:** A large amount of investigation has been undertaken into the prehistoric and Roman fenland, although the nature of the ongoing activity in the prehistoric and Roman Fenland is often not as well understood as later periods. Consequently, results from archaeological investigation which can contribute to this subject are important to an understanding of Spalding and the wider Fenland region. There are strong associations between the Monks House within the HUCA and the religious history of Spalding and the wider area.

**Aesthetic Value:** The character area demonstrates the development of Spalding in the modern period, including the growth of social housing and private investment in the town. Despite this, there is a great amount of historic depth within the HUCA which has been obscured because of the later development. Some tangible heritage assets are visible such as the Monks House and post-medieval buildings still extant within the HUCA, which are mainly concentrated on the approach roads into the town.

**Communal Value:** There are limited opportunities to engage the public on the history of the character area. This is due to much of the heritage assets being below ground or truncated due to development and because the area is predominantly private residential.



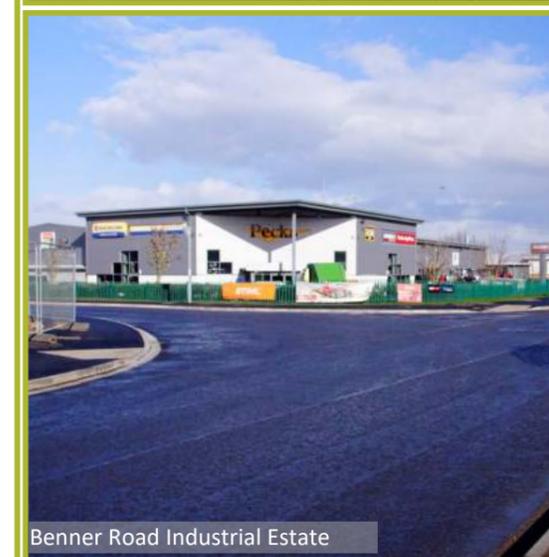
## HUCA 7— Northern Industrial Zone

### Key characteristics

- ◆ Industrial.
- ◆ 20<sup>th</sup> century edge of town industrial estate,
- ◆ Large commercial units, shops, and warehouses, factories and manufacturing bases,
- ◆ Grey metal buildings or brick with uPVC windows and corrugated roofs,
- ◆ Large storage and taxiing areas for goods,
- ◆ A large amount of parking in the business areas and on-street,
- ◆ Chimneys from factories are visible from much of the surrounding area,
- ◆ Crossed by a network of large roads and drains,
- ◆ Some boundaries, but many properties are open,
- ◆ No street furniture or stopping points; area is predominantly functional.

### Landscape History

A small amount of archaeological evidence from the prehistoric and Roman periods is recorded in the character area including probable Iron Age ditches (HER: MLI83093), the possible site of a Roman saltern (HER: MLI23591), as well as a sherd of Roman pottery (HER: MLI82707). Evidence of early medieval activity is also recorded at the north of the character area, where significant quantities of pottery were recovered (HER: MLI83934, MLI83935). A medieval saltern adjacent to the site, indicates that there was a continuation of activity in this area (HER: MLI23633, HER: MLI83837). As well as salt production, it is likely that much of the character area was rural throughout much of the medieval period; archaeological remains of drainage and boundary ditches (HER: MLI82708, MLI82691) as well as pottery. It remained agricultural throughout the post-medieval period as indicated by the presence of 19<sup>th</sup> century farmsteads within the HUCA (HER: MLI22737). As with much of the wider fens, the area was subject to drainage projects and it is crossed by Vernatt's Drain, which was constructed in the 17<sup>th</sup> century. The area has mostly been developed throughout the 20<sup>th</sup> century. The first industrial buildings to be constructed were the sugar beet factory in 1926, and a sewerage works during the same period. A railway was constructed to connect the sugarbeet factory to the mainline. The factory was operational until its closure in 1994; after which both the factory and sewerage works have since been redeveloped as a power station. In the mid-late 20<sup>th</sup> century, further industry was established, between Vernatt's Drain and the River Welland. In the late 20<sup>th</sup> century, the Benner Road Industrial Estate was established to the north-west of Vernatt's Drain and has continued to grow throughout the 21<sup>st</sup> century into a large industrial area.

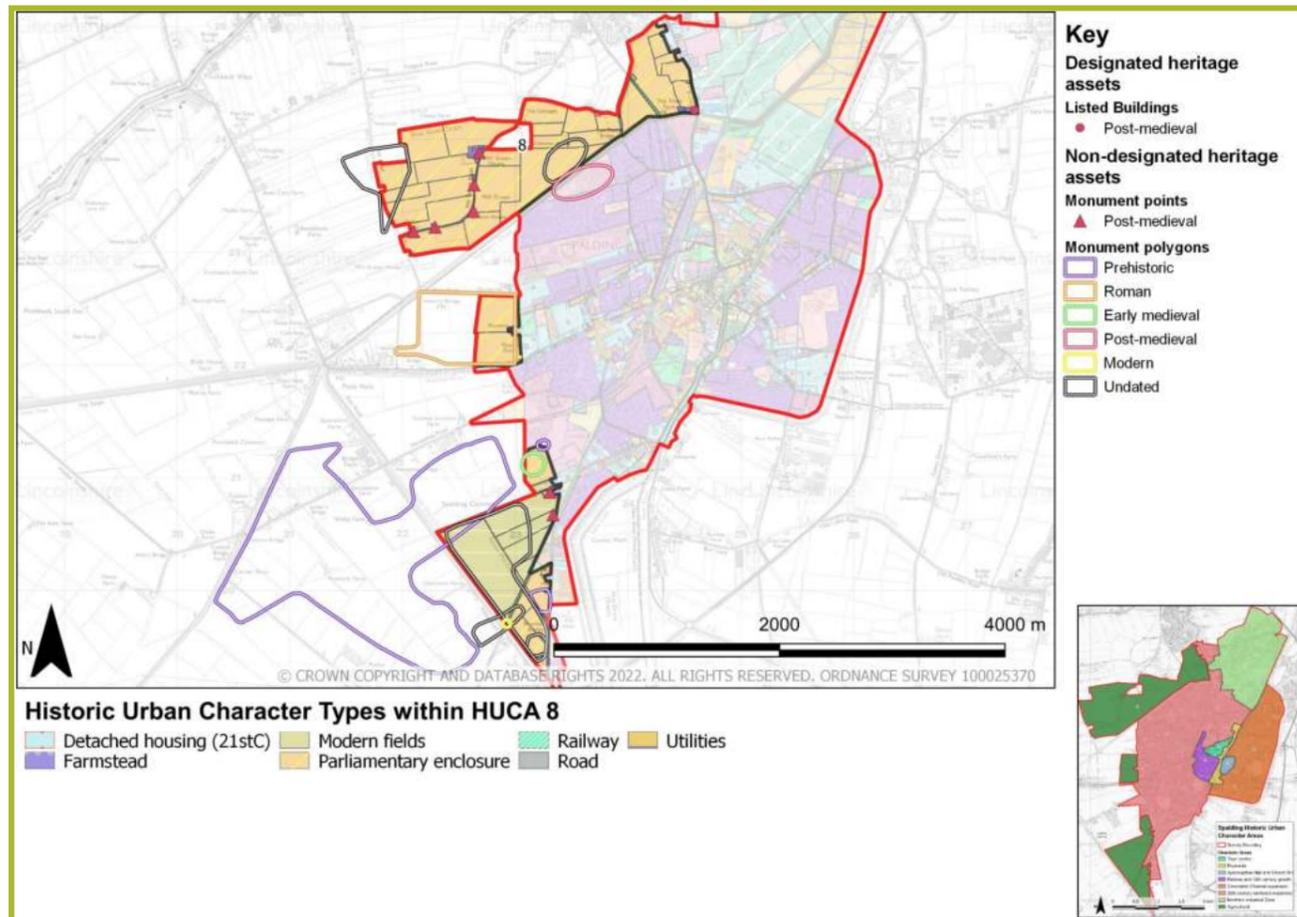


**Evidential Value:** Archaeological evidence has been recorded from the prehistoric period through to modern day. The HUCA contributes to an understanding of the salt making industry in Spalding. There are also several ditches dating to the medieval period demonstrating the agricultural organisation of the area.

**Historical Value:** The character area supports an understanding of Spalding during multiple periods, particularly its modern industrial and agricultural history.

**Aesthetic Value:** There is nothing of the former landscape which is recognisable in the present day character area. The present day HUCA is predominantly functional and therefore it does not contribute a large amount to the aesthetic value of Spalding.

**Communal Value:** The HUCA is predominantly an industrial area, and therefore communal and social values are limited. There is limited opportunity for engagement with the public about heritage within the HUCA. Some collective memory may be associated with sugarbeet factory and other industries within the HUCA.



## HUCA 8— Agricultural land

### Key characteristics

- ◆ Characterised by agricultural land,
- ◆ Topographically mostly flat or subtle undulations,
- ◆ Arable,
- ◆ Boundaries are wide ditches, and some hedgerows,
- ◆ Some field trees,
- ◆ Some post-medieval farmsteads,
- ◆ Large agricultural buildings.

### Landscape History

Prehistoric and Roman agricultural remains are recorded within the character area, with extensive remains recorded to the south (HER: MLI22345). A site to the south-west of Woolram Wygate recorded evidence of animal bone, pottery and slag. These finds are suggestive of a likely local settlement inundation appears to have halted the salt working processes. During the medieval period there were numerous draining schemes and the landscape was probably used for a mixture of arable, pasture and for the gathering of resources such as reeds and waterfowl. Spalding Common was located to the south of the character area. The quality of landscape maintenance varied across the area, and at various times the landscape which had been converted for arable use returned to fen. This was particularly common around time of upheaval, such as the reformation or civil war. In 1632 Vernatt's drain was constructed between Pote Hole Sluice (1.5 miles south-west of Spalding) to the River Welland; several smaller ditches connected to the drain. In 1634, the court of sewers (a body appointed to drain the land and maintain the coasts) declared the land drained for summer use, although it would not be until the introduction of steam drainage in the 19<sup>th</sup> century when the landscape was effectively drained. This was partially the result of a Parliamentary Act which was passed in 1832 to enclose and drain the land. New farmsteads were also established in the character area during this period. Many of these drainage ditches form the boundaries of fields and as such their pattern has often been preserved into the modern day.



**Evidential Value:** The character area contributes to an understanding of the evolution of the wider fenland landscape. Evidence related to landscape management is recorded from multiple periods from the Prehistoric through to the present day.

**Historical Value:** The character area provides context on the evolution of the wider agricultural landscape. The draining of the fens is part of a wider national narrative of landscape change and exploitation of resources, particularly from the 16<sup>th</sup> century to the present day. Its history is important for an understanding of Spalding's status as an agricultural fen town.

**Aesthetic Value:** The character of the fens is captured in the HUCA with the flat landscape and 'big skies'. The relationship between land and water is also highly visible throughout with fields intercut with very large drains. As such the evolution and history of the area is immediately legible.

**Communal Value:** The character area in the present day is an intensively farmed agricultural environment as such public access is limited. Despite this interaction between the landscape and the public is possible on roads and footpaths where present.

## DISCUSSION

### Historic background

Settlement is recorded in the area from the Iron Age, although local activity was occurring earlier. Evidence of farmsteads, iron working and salt-production are seen particularly across the west and south of the survey area from the late Iron Age onwards, and appears to have spread north in the early-medieval and medieval period. Land and water management infrastructure is also seen across the late prehistoric to Roman periods with the construction of large ditches. One of the most well known during the Roman period—the Westlode also probably served as a mode of navigation from this time. In the early medieval period, a settlement is known to have been extant in Spalding, as confirmed by charters from the 8<sup>th</sup> and 9<sup>th</sup> centuries, although much of the land was used agriculturally or for wetland resources such as reeds or seasonal grazing. In 1051, Spalding Priory was founded in the triangular area of land formed by the former route of the Westlode and the River Welland. In the Domesday survey, three separate estates are recorded in the town, possibly located in three distinct areas, to the north of the Westlode, in the angle created by the confluence of the Westlode and the River Welland, and to the east of the River Welland. Spalding priory owned a lot of land in the area, and the priory enclosure covered a large area in what is now the town centre of Spalding from Wensover Road in the west, St Thomas' Road towards Spalding Grammar School in the south, the River Welland in the east and the market place in the north. The wealth of the priory funded new buildings in the town such as the St Mary and St Nicholas' Church. Spalding also became one of the wealthiest river ports in the Lincolnshire Fens, its wealth generated from its status as entrepôt for towns including Stamford, Peterborough and Bourne. In the beginning of the post-medieval period the Priory of Spalding was dissolved, which along with other factors, saw a decline in the prosperity of the town. The success of the port from the 18<sup>th</sup> century saw a revival in the town's fortunes. The town's focus shifted during this period as many new industries were established along the River Welland alongside new houses. By the end of the 19<sup>th</sup> century, the river trade had started to decline as a new focus had been established in the town with the construction of the Spalding Railway. This connected the town to many destinations allowing local goods to be transported with ease. Its construction also coincided with improved agricultural production, facilitated by the large-scale enclosing and draining of the surrounding fenland. New steam powered pumps also increased agricultural productivity, by allowing water to be pumped away effectively. In the late 19<sup>th</sup> century, a slight agricultural depression saw the increase in other industries such as the production of flower bulbs. This industry grew steadily over the 20<sup>th</sup> century, and peaking in the 1970s. The 20<sup>th</sup> century also saw the urban extent of the town grow exponentially on all sides, new residential developments, schools and industry being the main types of development. This period also saw the decline of the railway in favor of road networks and the introduction of extensive road improvements, the most recent being the Spalding Relief Road which is being constructed to the west of the town.

### Character summary

The character of Spalding is varied; HUCA 1 is a quintessential market centre with buildings predominantly dating from the post-medieval period, although the layout is largely medieval. The riverside has a very strong character which is captured in HUCA 2. The area is predominantly Georgian in architectural style and was largely developed in the 18<sup>th</sup> and 19<sup>th</sup> centuries. The River Welland forms the focus of the character area and the majority of the buildings face towards it. Ayscoughfee Hall, the Church of St Mary and St Nicholas, and the surrounding residential development form HUCA 3, the buildings in the character area face to the river, although they are set back from the road. The architecture ranges from the medieval church and hall through to modern office buildings, however the character created between the heritage assets in the medieval and early post-medieval periods is still highly legible. The introduction of the railway changed the direction of growth in the town and it began to spread towards the west. This area, identified in HUCA 4, is characterised by Victorian and Edwardian development, comprising a large amount of residential development and industry, built as businesses sought to establish themselves close to the station. HUCA 5 and HUCA 6 comprise the large-scale modern development which has taken place over the 20<sup>th</sup> century. These developments are largely brick built and largely reflect the style which was prevalent at the time of construction. The layout invariably includes large roads with estates connected by winding through-roads with cul-de-sacs. Schools have been developed as part of the larger developments and are present frequently across the area. A large industrial area, located to the north of town, is identified in HUCA 7. This area began with the sugarbeet factory in the early 20<sup>th</sup> century and has grown since that time. It is characterised by large industrial buildings, generally constructed from metal and brick with associated amenity areas for parking and loading; chimneys in the area can be seen from much of the surrounding area. HUCA 8 represents the remaining agricultural land in the parish. The character of the landscape is largely flat arable land with frequent large ditches, used for drainage. Some of these are medieval or post-medieval in date and have been utilised for an extended period. There is limited tree or hedge cover as the ditches form the boundaries.

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# Extensive Urban Survey



High Bridge over the River Welland

## Spalding 2022

Project Number 2897

Historic England, Lincolnshire County Council

Nicola Grayson & Gregor Robertson-Morris