

## **HERITAGE & DESIGN STATEMENT**

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**LYMINGTON BRIDGE CLUB, 4 QUADRILLE COURT, ST  
THOMAS STREET, LYMINGTON, HAMPSHIRE, SO41 9NA**

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**DRAINAGE & RESURFACING WORKS &  
INSTALLATION OF BICYCLE STORAGE**

Prepared by:

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## THE SITE

Lymington Bridge Club occupies a building which was formerly part of No. 1 Quadrille Court which together with No.s 2 and 3 is included in the statutory list of buildings of special architectural or historic interest at Grade II\*. The building was originally constructed in the 17<sup>th</sup> Century but has been subsequently subjected to alteration and substantial alteration in the early part of the 20<sup>th</sup> Century.

It comprises of a narrow façade that fronts St Thomas Street with a distinctive parapet wall and entrance door and a larger, ostensibly two-storey building that is actually a single volume hall with a large lantern light at the centre of the roof apex. The buildings are constructed in the local orange/red brickwork mixture under a recently replaced, plain clay tile roof. The site falls under the jurisdiction of New Forest District Council and is within a Conservation Area.

## LOCAL HISTORY

Lymington is the most important urban conservation area in the district. The conservation area covers the medieval centre of this historic Solent town and contains over 270 listed structures, ranging from the Parish Church of St Thomas through dwellings of differing sizes and type. Lymington was first recorded in the Domesday Book and was one of the earliest planned settlements of the post-Conquest period, created by Charter sometime between 1184 and 1216. Like many ports it was a centre for piracy and smuggling with hideouts in many of the 45 inns in the town. Lymington was a major centre for the salt industry until the end of the 18th century when it was overtaken by competition from Cheshire rock salt.

Over the centuries there have been six Town Halls, two of which occupied sites in the middle of the High Street roadway. The market was first mentioned in a charter of the 1250s and continues on Saturdays, bringing crowds of visitors. Today Lymington is a ferry port for the Isle of Wight and is a popular tourist centre as well as a mecca for yachtsmen.

## DESIGN CONSIDERATIONS & JUSTIFICATION

Given the importance of the Club due to its Grade II\* listing and its significance within the overall historical context of the town, it is particularly important that any new works within the curtilage of the property remain sympathetic to the style of building.

## THE WORKS

The works consist of the resurfacing of the car parking area and the inclusion of cycle storage.

### Method Statement:

- I. The extent of the proposed works is shown on the attached drawings numbered 23.011:001 (REV D).
- II. The existing tarmacadam surfaces are to be broken up and removed.
- III. Trenches to be excavated where required for new kerbs/edgings and drainage replacement/repair, as indicated on plan.
- IV. Install type 1 granular sub-base to a depth to be graded to allow for cross falls for new drainage as indicated on drainage layout plan.
- V. All waste to be removed from site.
- VI. M100 ACO in-line drainage channels to be installed and connected into existing foul drainage system, as indicated on plan.

- VII. Existing drainage pipework to be replaced/repaired where necessary.
- VIII. New pipework to be connected and laid in trench on 100mm pea shingle bed and surround as required.
- IX. All trenches to be backfilled with type 1 granular fill and compacted.
- X. Precast concrete kerb and edging to be laid on concrete haunching to form retainers as indicated as per typical details.
- XI. Existing car park area sub-base to be re-levelled using type 1 granular base and compacted using mechanical/vibrating roller.
- XII. Straight line to be cut into public footpath on entrance.
- XIII. Car park areas to be covered with 20mm base course binding tarmacadam laid to approximately 50mm depth and compacted using mechanical/vibrating roller.
- XIV. Car park areas to be finished with 10mm stone mastic asphalt (SMA) laid to approximately 40mm depth and compacted using mechanical/vibrating roller.
- XV. A bicycle storage rack will be fixed to the ground as indicated (this will replace the existing rack).

#### **IMPACT ON THE HERITAGE ASSET**

There should be no impact on this heritage asset.

#### **ACCESS**

Access to the site will remain unaffected by the works.