



Saxmundham Station

Heritage Statement

July 2020

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Executive summary

This Heritage Statement has been prepared by Mott MacDonald on behalf of Greater Anglia. It accompanies the amendment under section 73 to the planning permission for the refurbishment of Saxmundham Station building, on the East Suffolk railway line at Saxmundham. This scheme was approved on 15th October 2019 (Reference: DC/19/2685/FUL). Following further site investigations and the removal of rubble from the interior of the station building, it was determined that more of the original fabric of the building could be retained. As a result, revisions have been made to the proposed ground floor layout and design of the roof structure. This updated heritage statement captures the new design proposals and overall impact on the historic environment and replaces the Heritage Statement issued by Mott MacDonald in June 2019.

The platform at Saxmundham Station remains in use and serves the surrounding town of Saxmundham. The station building, constructed in 1859, has been out of use for some time. The building suffered a serious fire in early 2018 and the whole upper floor and interiors from the ground floor have been lost. The proposed scheme would restore the remaining ground floor of Saxmundham Station to a working railway building, formed of a passenger waiting room and two operational areas. The building would be one storey and feature refurbishment of much of the remaining historic fabric as well as some modern additions.

Saxmundham Station is a non-designated heritage asset located within the Saxmundham Conservation Area, which covers much of the town centre and contains several listed buildings. The station is a focal point in an important view identified in the conservation area appraisal. The view is from the bus stop on Station Approach looking north west towards the station. This Heritage Statement has identified the listed buildings and settings which have the potential to be impacted by the scheme, due to their proximity. Non-designated assets are also discussed in this document.

This Heritage Statement has found that the proposed scheme would have a positive impact on Saxmundham Station. Although some interior historic fabric would be lost and the internal layout would lose some legibility, this would be minimal and outweighed by the proposed retention and refurbishment of much of the station's historic fabric. The proposed designs are sympathetic to the character of the building and setting. Using the building for railway purposes would not only ensure a sustainable and viable use of the asset in accordance with local and national policy, but will also enhance the historical and communal value of the asset as it will return to its original and intended use. Overall, this would enhance the heritage significance of the asset.

The proposed scheme would have either a positive or neutral impact on the surrounding heritage assets. The proposed works would have a positive impact on Saxmundham Conservation Area, the grade II listed 1-15 Albion Street, The Bell Hotel, Old Bank House and Market Hall and the non-designated the Railway Public House, Police Station and Park End Terrace. The sensitive restoration will contribute positively to the mid-19th century character of the immediately surrounding conservation area. It will also enhance the important view within the conservation area by improving the appearance of the building through bringing it back into use, creating a more active frontage. The continued use of the station for its intended purpose would aid in understanding the relationship between historic buildings within the town centre. The grade II listed 1-15 Albion Street will benefit most from this impact, due to its proximity to the station, and the non-designated Railway Public House will receive similar advantage.

1 Introduction

This Heritage Statement has been commissioned by Greater Anglia to accompany the amendment under section 73 to the planning application for improvement works to Saxmundham Station. Saxmundham Station is contemporary with the mid-19th century East Suffolk Railway Line, on which it is situated, and was built to serve as the railway station for the town of Saxmundham. The platforms are to the rear of the building facing northwest, with the railway line passing southwest to northeast. This Heritage Statement aims to assess the potential impact of the proposed scheme on the station building itself, neighbouring heritage assets and the wider historic environment.

Saxmundham Station, a non-designated heritage asset, is located on Station Approach within the Saxmundham Conservation Area. The station building remained empty and underused for some time, and in early 2018 suffered a fire which resulted in the upper floor being almost entirely lost and the ground floor heavily damaged. Subsequent emergency demolition, due to the health and safety risk posed by the damaged building, removed the remains of the upper floor. This was performed under planning permission, granted 23rd April 2018 (Application Reference: DC/18/1151/DEM). The platform remains in operation with the carcass of the ground floor station building remaining closed, with the platform canopy still in place. Modern safety barriers around Saxmundham Station, barring entrance to the damaged building, also prevent use of some of the platform.

On advice from the conservation officer and planning officer, a Statement of Significance (378091 01 A) has already been produced by Mott MacDonald in order to understand the historic importance, character and setting of Saxmundham Station. This included assessment of its contribution to the surrounding townscape and relative significance in a local and national context. This was used to inform decision-making in relation to the development and re-use of the station building, in line with the NPPF¹ (paragraph 189) which highlights the importance of early heritage engagement. The statement of significance was based on the condition of the Saxmundham Station building prior to the fire, to allow for a fully informed decision-making process. This Heritage Statement considers the current condition of Saxmundham Station building, following the fire and subsequent partial demolition.

An application (Reference: DC/19/2685/FUL) was submitted to East Suffolk Council on the 4th July 2019 that sought full planning permission for the remodelling and weatherproofing of the station building including the construction of a new flat roof to the single-storey brick structure and replacement of new doorways and windows at Saxmundham Railway Station, Saxmundham. Planning permission for the scheme was granted on the 15th October 2019 and was subject to four planning conditions.

Following the grant of planning permission further site investigation works have been undertaken. The removal of rubble from the station building revealed that more aspects of the building could be retained than previously thought as part of the building refurbishment. The scheme design has been revised to retain additional original features. This encompasses revisions to the ground floor layout and the design of the roof structure to retain and enhance more of the historic structure of the station building.

¹ Ministry of Housing, Communities and Local Government (2019) *National Planning Policy Framework*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

An application under Section 73 of the Town and Country Planning Act 1990 is submitted to East Suffolk Council as the Local Planning Authority. The application seeks to vary condition 2 of planning permission DC/19/2685/FUL to reflect the revised scheme design for the remodelling and weatherproofing of the station building.

2 Methodology

2.1 Study Area

Saxmundham Station is located in Station Approach, Saxmundham, Suffolk, IP17 1BW (centred at NGR: TM 38525 63161). The station building is located within Saxmundham Conservation Area and is in proximity to several listed buildings, fifteen of which are discussed in this Heritage Statement as having the potential to be impacted by scheme.

This Heritage Statement will focus on the impact of the proposed scheme on the station building itself but will also consider the potential impact on surrounding heritage assets. The character of the conservation area and key views within it, and the settings of surrounding listed buildings and non-designated heritage assets are given particular consideration.

The study area for this Heritage Statement subsequently comprises the station building itself, neighbouring listed buildings and non-designated assets and the northern part of the conservation area closest to the station.

2.2 Desk Based Research

A number of resources were consulted in the production of this heritage statement, including:

- The Suffolk Historic Environment Record (HER)²;
- The National Heritage List for England (NHLE)³;
- Local, regional and national planning policies relating to the historic environment. This includes conservation area appraisals and management plans;
- An examination of historic cartographic evidence for land use of the site⁴; and
- An assessment of available relevant online historical sources.

2.3 Relevant Guidance

The following relevant guidance has also been consulted to inform this Heritage Statement:

- Statements of Heritage Significance: Analysing Significance in Heritage Assets (Historic England, 2019)⁵;
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England, 2017)⁶;
- Saxmundham Conservation Area Appraisal (Suffolk Coastal District Council, 2016)⁷;
- Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking (Historic England, 2015)⁸;

² Via: Suffolk Heritage Explorer, managed by Suffolk Council Archaeological Service. Available at: www.heritage.suffolk.co.uk

³ Historic England (2020) *National Heritage List for England*. Available at: www.historicengland.org.uk/listing/the-list

⁴ Via: oldmapsonline.org and old-maps.co.uk

⁵ Available at: <https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/heag279-statements-heritage-significance/>

⁶ Available at: <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets/>

⁷ Available at: <https://www.eastsuffolk.gov.uk/assets/Planning/Design-and-Conservation/Conservation-Area-Appraisals/Saxmundham-Conservation-Area-Appraisal-March-2016.pdf>

⁸ Available at: <https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2/>

- Standard and Guidance for Historic Environmental Desk-based Assessment (Chartered Institute for Archaeologists, 2014)⁹; and
- Conservation Principles, Policies and Guidance (Historic England, 2008)¹⁰.

2.4 Surveys and Consultation

A site walkover was undertaken on 14th March 2018 by a member of the Mott MacDonald Heritage Team. It included an external inspection of the station building from ground level, as well as the surrounding environs of the station carpark and platform. The immediate streetscape was also inspected, in order to assess the setting of the station and nearby heritage assets. Key views in relation to the station as described within the conservation area appraisal were also viewed, as was the view from Park End as recommended by the conservation officer.

The Conservation Officer and Planning Officer at East Suffolk Partnership (Suffolk Coastal and Waveney Councils) were also present at this walkover and advised on areas of importance to survey. Representatives of Greater Anglia and the Mott MacDonald heritage consultant discussed the redevelopment of the station building with these officers. The significance of the building was discussed to an extent where it would inform potential redevelopment options, including the relative historic significance of different parts of the surviving buildings. The conservation officer and planning officer confirmed that a statement of significance would be appropriate to understand the significance of the station and this was subsequently produced by Mott MacDonald and used to inform design choices for the proposed development.

Consultation with the local planning authority was undertaken following an update to the proposed design for the refurbishment of Saxmundham Station, in June 2020. It was agreed that the change in design could be captured by an amendment under section 73, to update the scheme for which planning had been granted. This heritage statement has been updated to reflect these changes to accompany an application under section 73 to vary condition 2 of planning permission DC/19/2685/FUL. The conservation officer was not consulted further regarding these changes, as the changes to the proposed scheme are minor and are anticipated to only result in additional positive impact to heritage assets (see section 6).

2.5 Assessment of Impact

The assessment of impact conducted within Section six of this Heritage Statement follows guidance by Historic England (2015) set out in paragraph six of *Historic Environment Good Practice Advice in Planning note 2 (GPA2) – Managing significance in decision taking in the historic environment*. The steps outlined within this guidance are;

- Understand the significance of the affected assets
- Understand the impact of the proposal on that significance
- Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF
- Look for opportunities to better reveal or enhance significance
- Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change
- Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected

⁹ Available at: https://www.archaeologists.net/sites/default/files/CIfAS&GDBA_2.pdf

¹⁰ Available at: <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web/>

This guidance also states that the level of detail applied should be proportional, stating that less information may be required where 'significance and/ or impact are relatively low'.

2.6 Assumptions and Limitations

Historic information, especially that contained within the Historic Environment Record (HER), is reliant on random opportunity for research, fieldwork and discovery. As such, information held within the Suffolk HER is not comprehensive and a lack of data in an area does not necessarily equate to a lack of assets.

Historic documents are often biased, and their availability can be limited. Although their use is approached with care in this document, information contained within them should not be considered the absolute or complete truth.

The interior of the station building was unable to be inspected due to health and safety concerns. Therefore, photographs supplied by Greater Anglia showing the building immediately after the fire and reasonable assumptions about the condition of the interior have been used to produce this Heritage Statement.

3 Legislation and Planning Policy

3.1 Legislation

3.1.1 Planning (Listed Building and Conservation Areas) Act (1990)

This Act sets out the protection given to buildings of special architectural or historic interest through listing and the process for designation of conservation areas, which are recognised as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

3.2 National Planning Policy

3.2.1 National Planning Policy Framework

The historic environment policies relevant to the proposed development are paragraphs 189, 192, 197, 200, 202 in Chapter 16, Conserving and Enhancing the Historic Environment.

Paragraph 189

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact to the proposal on their significance.”

Paragraph 192

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.”*

Paragraph 193

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 197

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

Paragraph 200

“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.”

3.3 Local Plan

3.3.1 Suffolk Coastal District Local Plan: Core Strategy and Development Management Policies (July 2013)

The current local plan was adopted in 2013 and is impactful until 2027. It sets out the strategic vision for the district as well as providing the basis for planning decisions within the district and contains policies relating to the location of development and protection of environmental features. Relevant policies are:

Strategic Policy SP1 – Sustainable Development

This policy falls under Objective 1: Sustainability. Part of the policy states: *“central to the core strategy for the future of the Suffolk Coastal district is the achievement of sustainable development. The strategy in this respect will be to ... conserve and enhance the areas of natural historic and built heritage”*.

Strategic Policy SP15 – Landscape and Townscape

This policy falls under Objective 11: Protecting and Enhancing the Physical Environment. Of particular relevance to this report are paragraphs 3.149 to 3.152 of the Objective, which deal specifically with the Council’s understanding of the importance of the historic environment to people’s quality of life. Part of the policy states: *“Many of the towns and villages in the district are of distinctive historical and architectural value, as well as landscape value and character, and the Council will seek to enhance and preserve these attributes and the quality of life in the generality of urban areas”*.

Strategic Policy SP25 – Saxmundham

Saxmundham is one of several towns within the district which, as a larger settlement, warrants its own policy. Whilst more general than those identified above, the policy does cover elements of development which are somewhat relevant to this report. Specifically, part of the policy states: *“The strategy for Saxmundham is to identify opportunities and undertake works to upgrade the physical environment within the town centre, improving its appeal to both residents and tourists”*.

Development Management Policy DM21 – Design: Aesthetics

This policy links closely with the supplementary planning guidance documentation (as detailed in Section 3.3.2), which are area specific and able to address specific requirements in accordance with local character and distinctiveness. The policy sets out numerous benchmarks for design.

3.3.2 Suffolk Coastal District Supplementary Planning Guidance: Saxmundham Conservation Area Appraisal (March 2016)

The conservation area appraisal was adopted in 2016. It forms part of the supplementary planning documentation used by the district council as evidence for determining the suitability of development proposals. Specifically, it outlines the character of the conservation area, key views, and proposals for future management, including what would be a material consideration for planning applications.

4 Background

4.1 Area, Topography and Geology

Saxmundham is a small market town east of the A12 and on the East Anglia Rail Line in East Suffolk. The River Fromus runs north-south through the east of Saxmundham, with the railway running approximately north-east to south-west between London and Great Yarmouth. Saxmundham sits in a river valley with hills rising to the east, Rolling Estate Sandlands, and west, Rolling Estate Claylands. Saxmundham Station is located quite centrally in the town on Station Approach, leading west off the main B1121 road through the town.

The solid geology of the town is Cragg Group sand, creating the sedimentary bedrock formed up to 5 million years ago. The superficial geology at Saxmundham Station is Lowestoft Formation, comprising of sand and gravel, formed up to 2 million years ago.

4.2 Historic Development

Saxmundham existed by the time of the Domesday records, in which it is described as, “140 acres as a manor”. The market, first granted in 1272 by King Edward I to John De Ramsey, Lord of the Manor¹¹, is a key economic component of the town’s historic role within the local region, which is reliant on good access from the surrounding villages and links to major centres. The Church of St John the Baptist, built in the 14th and 15th centuries, served the growing market town. Saxmundham continued as a traditional Suffolk market town through the 17th and 18th centuries; the buildings from this stage of Saxmundham’s history form the basis of the modern-day town centre and conservation area. Listed buildings on Market Place, nearby Wingfield House, the High Street and Chantry Cottages all originate in the 17th and 18th centuries, as does the Corn Hall which would be later converted into Market Hall.

Saxmundham experienced considerable development in the mid-19th century as the railway expanded toward the town. The town’s gas works were built in 1848, along with new roads, such as Albion Street which housed railway cottages now numbered 1-15¹², and the church was much restored. The East Suffolk line reached Saxmundham in 1859, with the station opening in 1862. The station included a goods yard which was also situated on the junction of a branch line serving nearby villages. The main station building was located to the east of the railway line, likely incorporating the station master’s house, ticket office, and adjacent platform. This building is subject to the proposed development discussed in this Heritage Statement.

On the opposite side of the railway line, staggered south of the crossing point was a further platform with single storey station building and decorative canopy. Ancillary structures associated with the railway were also located nearby such as a water tank and signal box.

A police station was built near to the railway station in 1864 which incorporated residence for one officer, a cell, and a room for the magistrates. This is now the unlisted number 2, Albion Street. The Railway Public House, nicknamed ‘The Fresh’, is located just south of the station building. Although the first licensed inn here dates to 1877, a record of refreshment rooms being available at the station indicates that the public house is immediately contemporary to Saxmundham Station. In addition to The Railway Public House there are several buildings in proximity to the station which were constructed at approximately the same time. Part of

¹¹ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

¹² Historic England (1974). *1-15 Albion Street, List Entry Number: 1268179*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268179>

Wingfield House was demolished to construct Old Bank House. The Bell Hotel was built, as were 14 and 16 Chantry Road and the former Corn Hall was updated and converted into Market Hall. The town continued to thrive in the 20th century, with several buildings on Market Place receiving shop fronts, benefitting from the trade brought by the train station.

Saxmundham Station remains a key transport link for the town, providing economic links and employment opportunities to the town from the original platform. However, the station building has been unused for a number of years. A series of community projects have attempted to revitalise the building, most recently as an art centre. The station building suffered a fire in early 2018 and on February 14th 2018 Greater Anglia undertook urgent demolition, due to the posed health and safety risk. Although the ground floor remains, it is currently inaccessible and unused.

5 Assessment of Heritage Significance

This section aims to define the heritage significance of Saxmundham Station building, which would be directly impacted by the proposed scheme. This is informed by the Statement of Significance of the asset, produced by Mott MacDonald in 2018 and as such this section provides a summary of these findings, since informed by the current condition of the building. In this section, the significance of the surrounding conservation area, nearby listed buildings and non-designated assets are also considered in relation to the station. Designated heritage assets are shown in Appendix A.2 and non-designated heritage assets are shown in Appendix A.3.

This section assessing the significance of Saxmundham Station building using the guidance provided by Historic England¹³. It assesses the evidential value, historical value, aesthetic value and communal value of the asset.

5.1 Saxmundham Station building

5.1.1 Evidential Value

Saxmundham Station was constructed in 1859 and was described in 2016¹⁶ as “a fine white brick building with shallow hipped slated roofs, numerous tall chimneys and sash windows”. The building forms the main station building which was likely to have included the ticket office, waiting room and luggage area within the ground floor, and housed the station master with a first-floor residential level above.

Figure 1: Saxmundham Station c.1901



Source: Goldsmith family (1901) www.geograph.org.uk/photo/926665 (Accessed June 2019)

¹³ Historic England (2008) *Conservation Principles, Policies and Guidance*. Available at: <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>

¹⁶ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

The architectural pattern is similar to others on the East Suffolk Line, including Darsham, Marlesford, Wickham Market and Melton. However, much of this historic fabric has been lost to the recent fire and demolition. The tall chimneys, first floor and roof were damaged by fire in early 2018 and subsequently removed entirely due to safety concerns. This greatly reduces the evidential value of the station, altering the ability to interpret its architectural design. The remaining fabric of the building is under threat from disuse, continuation of this would be detrimental to the remaining evidential value of Saxmundham Station Building. The exterior of the ground floor survives relatively well, with the brickwork and parapet detail relatively untouched by the fire. However the painted brickwork on the front elevation detracts from the historic character.

Figure 2: Saxmundham station today, after underuse, fire and first-floor demolition.



Source: Mott MacDonald 2018

The interior of the building is now better understood than in 2019 when the first planning application was submitted. The clearance of debris has revealed that the internal walls of the ground floor survive in good condition. Some of these walls are part of the original historic fabric of the station building, with others gradually added to adapt the building to changing requirements. A schedule of significance for the internal walls of Saxmundham Station can be viewed in the Statement of Significance, produced by Mott MacDonald in 2018. The surviving historic walls make a positive contribution to the evidential value of the asset, in understanding its original layout and use. Additional walls make minimal contribution but do demonstrate the evolving use of the station over time. The interior has been damaged by fire and water, and therefore does not make a positive contribution to the aesthetic value of the asset. There are historic windows and doors still in place in some instances (see Figure 3).

Figure 3: Historic door on platform side of station building



Source: Mott MacDonald 2018

Externally, the original platform canopy covering (assumed to be timber or glazing) has been replaced by modern polycarbonate sheeting. However the frame of the canopy remains relatively intact adding to the evidential value of the building. To the front of the building the entrance canopy has been replaced entirely with a modern canopy. Both alterations have resulted in a loss of evidence of the original construction and appearance, limiting the evidential value and therefore heritage significance of the asset.

A rare 19th century 'VR' post-box (Queen Victoria) with weather guard to the rear of the posting slot¹⁷, remains incorporated into the station's front elevation which holds evidential value, contributing some evidential value to the asset.

¹⁷ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

5.1.2 Historical Value

Most of Saxmundham Station's heritage significance is derived from its historical role within local Victorian railway infrastructure development, which played a vital role in keeping the town connected economically across the region. This occurred at a pivotal point in the town's history with much modernisation and expansion of the town. Along with the station being built there was the development of new housing, gas utilities, policing provision and leisure venues. The station is understood within the context of a group of largely contemporary properties. This group is largely located within close proximity to each other, and this shared setting as a group informs the asset's historic value. The past and present communities of Saxmundham are connected by their shared use of the station and its buildings.

Built as part of the railway reaching Saxmundham in the mid-19th century, architecturally the station building is generally in-keeping with the house style of the East Suffolk Railway company. The main station building previously held significant illustrative historical value as it informs the local understanding of the function of the station within the local townscape. However, following the fire and subsequent emergency demolition, the station master residence on the upper floor, roof and distinctive chimneys were all lost. The ground floor, including historic waiting room and station canopy survives, but is in moderate to poor condition. The surviving elements of Saxmundham Station building continue to evidence its former use, and the influence of the railway on the surrounding townscape, however there is reduced illustrative value relating to its architectural style.

5.1.3 Aesthetic Value

The imposing front elevation of the original station building had significant aesthetic value, providing a sense of arrival to the transport hub from the town centre. The tall chimneys, attractive frontage and canopy above the main entrance all contributed to this. Unfortunately the aesthetic value of the building has been significantly impacted by modern changes and the recent damage to the building. The now single story building still has some aesthetic value, with the parapets and relatively strong presence in the streetscape due to its position.

Brickwork to the front of Saxmundham Station has been painted over and modern additions, such as the canopy above the door and low brick wall, detract from the design of the façade and are not sensitive to its heritage value. Modern signage also detracts from the historic character of the building. The removal of the top floor following the fire, although necessary, has greatly reduced the design value and intended impact from the building's frontage. Ongoing underuse of the station has given the building a neglected appearance and site fencing have a negative impact on its aesthetic value. Modern safety barriers and large external CCTV cameras, necessary in the buildings current condition, also add to this negative impact.

The rear of the station building is more aesthetically pleasing; however, it is also losing aesthetic value in its current condition. The condition of the historic canopy is declining and more modern metal safety barriers, necessary due to the danger posed by the building, are in opposition to the 19th century aesthetic of the station. The surviving decorative structure of the canopy and the original yellow brick retain some aesthetic value. The replacement of the canopy cover and the deteriorating appearance of the station canopy, as well as the modern canopy to the front of the building, have a negative impact and have reduced the aesthetic value of the asset.

Figure 4: Platform side of Saxmundham Station with historic canopy and brickwork.



Source: Mott MacDonald 2018

5.1.4 Communal Value

Local stations are often centre of social interaction, being a point of arrival and departure, often providing the viewer with a snapshot in memory of an experience of a place. Saxmundham Station has played this role as gateway locally for the town for over 150 years. This forms part of the station's communal value which contributes to the asset's heritage significance. The function of the station within the context of the wider group of contemporary buildings at this location further informs the asset's communal value and therefore contributes to the overall heritage significance. The station is, however, less recognisable without its second storey and tall chimneys and this may alter how the building is appreciated by the general public. The current state of the building has therefore likely limited the communal value of the asset.

5.1.5 Setting

The immediate setting of the station building is the car park to the south and east. This detracts from the evidential and aesthetic value of the station, especially from the entrance and principle façade of the building, views to which are often impeded by vehicles within the car park (see Figure 6 below). The railway line itself to the north-east of the building is imperative to understanding the purpose of the station building and contributes to its significance. On the opposite side of the railway is part of the former goods yard and a signal box of 1881, the latter now with uPVC windows and cladding. The manually opened wooden gates at the level crossing have been replaced by automatic barriers and the pedestrian bridge over the tracks has long since disappeared. Although these elements of the setting retain some legibility of the historic railway landscape, the removal of some elements and modern changes to others has limited the positive contribution this part of the setting makes to the station building. The setting of the station also includes Saxmundham Station Conservation Area, discussed below.

5.2 Designated and non-designated heritage assets in the study area

Heritage assets within the study area have the potential to be impacted by changes to the station building. These are discussed below.

5.2.1 Designated heritage assets

5.2.1.1 Saxmundham Conservation Area

Saxmundham station building is situated within Saxmundham Conservation Area. This conservation area was first designated in 1970 and captures the historic Suffolk market town, centred primarily around the town centre. The conservation area also includes part of the railway which intercepts the town centre.

The character of the conservation area immediately surrounding Saxmundham Station is derived mainly from buildings contemporary with the station and originating in the period of town expansion in the 19th century. The area provides evidence of the post medieval development of the town. In more recent years modern change to this part of town has impacted on this character, often negatively, and reduced the ability to interpret the historic origin of the area²⁰. The character of Station Approach (on which the station building is situated) and the surrounding streets is less cohesive than others within the conservation area.

Saxmundham Station contributes to the significance of the conservation area, as evidence of the 19th century development of the town triggered in part by the construction of the railway. However, this positive contribution is limited by the current condition of Saxmundham Station. The principle facade of the station was a once a dominant landmark feature within the conservation area, notably on Station Approach on which the station is located. It reflected the design and materials of the other surrounding buildings added during the same period. However damage to the building, loss of historic fabric and current disused state removes some of this legibility and limits the positive contribution made by the station to the conservation area.

The conservation area appraisal identifies an important view extending north west from the bus stop on Station Approach, with Saxmundham Station as the terminus of the view (see below). This view has been degraded in the recent past by the introduction of car parking to the south-east of the station building (see below). The current dilapidated and unused state of the building has further negatively impacted this view. The fire and subsequent loss of the upper storey of the building has diminished the grandeur of the stations principle façade and dominant presence on the streetscape. Nonetheless, the station building remains the terminus of this important view and remains an important element of the conservation area.

²⁰ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

Figure 5: Extract from conservation area appraisal showing location of important view (yellow arrow).



Source: Saxmundham Conservation Area Appraisal, 2016

Figure 6: Important view identified in conservation area appraisal – current condition



Source: Mott MacDonald 2018

5.2.1.2 Listed buildings

There are 15 grade II listed buildings in the study area. Dating to the 16th-20th centuries, these provide evidence of the historic origins of the town and its development in the 19th century as a result of the introduction of the railway.

The grade II listed 1-15 Albion Street²¹ (situated approximately 25m south-west of the station) and 10 and 12 Albion Street²² (situated approximately 80m south-west of the station) have an obvious relationship with Saxmundham Station, which informs their heritage significance. 1-15 Albion Street is a row of terraced railway cottages, constructed in the mid-19th century. Their design is typical of railway cottages and being situated immediately adjacent to the railway line and opposite the station building makes their original use particularly legible. 10 and 12 Albion Street are different in design and slightly further from the station building, but nonetheless the cohesive materials used between these listed buildings and the station building allows for their shared period of origin to be recognised. This connection means the station building contributes positively to the significance of these assets.

The Bell Hotel²³ and Market Hall²⁴ are buildings whose 19th century commercial success was likely dependant on the new railway and the custom it brought. They are both located at the entrance to Station Approach from the High Street, approximately 100m east of Saxmundham Station. They are attractive buildings, with much of their historic fabric intact. Those arriving from the station would have had glimpses of these buildings, channelled along Station Approach. Their association with the railway means that Saxmundham station contributes positively to their heritage significance.

Residential buildings on Chantry Road to the south, including the grade II listed Chantry Cottages²⁵ and 14 and 16 Chantry Road²⁶ (situated approximately 110m south of the station), have a less obvious relationship to the railway. The settings of these buildings is contained to Chantry Road and are contained in a part of the conservation area with a predominantly residential character.

Other listed buildings in the study area are situated closer to the centre of Saxmundham, situated on Market Street and the High Street. A number of these date to the 17th and 18th centuries. These include; Wingfield House³⁸, 23 High Street³⁹, 25 and 27 High Street⁴⁰ and 4, 6⁴¹, 8⁴², 16⁴³, 21 and 23⁴⁴ Market Place. Although several have had later additions, these assets

²³ Historic England (1974) *Bell Hotel*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268195> (Accessed June 2019)

²⁴ Historic England (1996) *Market Hall, front steps and attached railings*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365984> (accessed June 2019).

²⁵ Historic England (1974) *Chantry Cottages*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268181> (accessed July 2020).

²⁶ Historic England (1974) *14 and 16, Chantry road*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268182> (accessed June 2019)

³⁸ Historic England (1991) *Wingfield House*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365990> (accessed June 2019)

³⁹ Historic England (1974) *23 High Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268191> (accessed June 2019)

⁴⁰ Historic England (1974) *25 and 27 High Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268192> (accessed June 2019)

⁴¹ Historic England (1974) *4 and 6 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365986> (accessed June 2019)

⁴² Historic England (2019) *8 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365988> (accessed June 2019)

⁴³ Historic England (1974) *16 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365989> (accessed June 2019)

⁴⁴ Historic England (1974) *21 and 23 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365993> (accessed June 2019).

provide evidence of the earlier history of Saxmundham. Their settings and relationship with contemporary and later buildings contributes to this, demonstrating the development of the town. These buildings also provide aesthetic value, and those which are public and commercial spaces hold communal value for residents. The fact that these listed buildings pre-date the railway, and their placement further away from the station building, means that there is less of a historical connection with Saxmundham Station. Their settings are primarily contained to the streets on which they are placed. The same applies to the grade II listed Old Bank House⁴⁶ (situated approximately 110m east of the station). Although of a slightly later date (mid-19th century) this building's principle façade is orientated towards the High Street and its obvious historical connections are with the other listed buildings on this streetscape. As such, Saxmundham Station building makes limited contribution to the significance of these listed buildings.

5.2.2 Non-designated heritage assets

There are two non-designated heritage assets in the study area.

The Railway Public House is situated on Station Approach, approximately 25m south of Saxmundham Station. Although not identified in the HER, it is a historic building which is identified in the Saxmundham Conservation Area Appraisal⁴⁷. As the name suggests, this asset has a close link with the railway and Saxmundham station building. Dating to the 19th century, this public house is believed to be contemporary with Saxmundham Station, built to serve railway commuters and staff as well as the local community. As with many public houses, it holds communal value as a meeting place, but its proximity to a travel hub widens this value beyond local people. At the time of writing, the building is boarded and disused. This reduces its evidential and aesthetic value, but much evidence of its historic use and connection to the railway is retained in the building's remaining historic fabric and name.

The former Police Station at 2 Albion Street is situated approximately 50m south-west of the station building. This too is identified in the conservation area appraisal⁴⁸. The building retains historic features which contribute to its aesthetic value but its former use as a police station is not legible now it is used as a residential property. There is no specific connection between the asset and the station building, other than being both historic communal assets. The setting of the former Police Station does extend to the station building, which features minimally in views extending north-east from the asset.

⁴⁶ Historic England (1974) *Old Bank House including railings to front*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365985> (accessed June 2019)

⁴⁷ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

⁴⁸ *Ibid.*

6 Impact Assessment

6.1 Proposed scheme

6.1.1 Changes to the proposed scheme

Following the clearance of rubble from the station building resulting from the fire and emergency demolition, the existing structure and layout of the building has been better understood. This has led Greater Anglia to revise the proposed scheme to retain more of the buildings historic fabric. As such, the main changes to the original proposed scheme captured by this amendment can be summarised as follows:

- A waiting room would be incorporated into the existing building, removing the need for an extension as originally proposed. This would require the infilling of two doorway, creation of one new wall and demolition of one small wall;
- Two operational spaces would be incorporated within the existing building, either side of the central waiting room; and
- A courtyard north of the station building will no longer be required, removing the need to partially demolish the north-eastern exterior wall.

6.1.2 Updated proposed scheme description

The current proposed scheme which is the subject of this Heritage Statement is detailed below.

The proposed scheme would return the remaining ground floor of Saxmundham Station to a working station building for use by customers and staff. The building would be one storey, with a new hipped roof to the centre in a Marley Eternit slate finish. The existing valley gutter roof either side of the central section would be retained and refurbished to ensure it is made wind and watertight. The former two storey stepped forward section between these, which can be seen on Figure 1 above the entrance, would be weatherproofed with a flat roof. There is potential for a skylight to be incorporated here to provide additional light to the waiting room. Only small sections cannot be retained due to the decay of this material and would require replacement with new flat rooves; this is in the existing side building on the western façade of the building, and immediately north of the entrance canopy. The entrance canopy on the southern façade of the building would be replaced with a hipped to better reflect the original, as detailed in historic photographs (see Figure 1 above). This would form the main entrance to the new station. The existing brick façade of the building would be retained and refurbished. The station canopy on the northern façade of the building facing the platform would also be retained and refurbished. The existing plastic glazing incorporated into the canopy would be replaced with glass to be a better reflection of the original historic materials which would have been used. New windows and sills will replace the existing ones, replicating the historic design informed by historic photographs. The windows on the northern façade facing the platform will feature 2 over 1 windows and the southern façade forming the main entrance to the building will feature a mixture of 2 over 1, 1 over 1 and single pane small windows. The Victorian post box on the southern façade will be retained. The proposed exterior and roof plan designs can be seen on drawings number 378091-MMD-00-AQ-DR-A-0005 and 378091-MMD-00-AQ-DR-A-0007.

The interior walls would be almost entirely retained, with only minor alterations to the internal layout. These alterations would allow for a waiting area to be incorporated into the central part of the existing building leading through to the platform. This would be accessed via the main

entrance on the southern façade. The new passenger waiting room would require a small internal wall in its south-east corner to be demolished, and a new wall to be constructed along its north-west parameter to separate it from the operational area to the side. There would be two operational areas either side of the waiting room. The only alterations in these areas would include blocking off two doorways and constructing one new doorway to allow for these areas to be separated from the passenger waiting room and allow for access for staff use. All other internal walls and some fittings, including existing WCs, would be retained. The remains of the stairway which would have led to the first storey are in poor condition and would be removed to allow for development of the building. The proposed ground floor plan can be seen on number 378091-MMD-00-AQ-DR-A-0004.

In summary, the proposed scheme would bring the building back into its original use as a functioning railway building for passengers and staff.

6.2 Impact on Saxmundham Station building

The proposed scheme would reuse the vast majority of the existing Saxmundham Station building. Saxmundham Station is a non-designated heritage asset as the building has heritage significance but is not listed. Following vacancy, fire and partial demolition, much of the evidential and aesthetic value of the asset has been reduced. As such, the proposed scheme has been designed to retain the majority of the remaining historic fabric. The restoration of the building to a working station will ensure a sustainable and viable use and the return to the buildings intended use will enhance its heritage significance. The architecture of Saxmundham Station building and positive impacts of restoring its function are recognised in the conservation area appraisal⁵⁰. The proposals for the building retain much of the original architectural elements, such as canopy to the northern façade and Victorian post box, and sympathetically replicate other elements such as the windows and entrance canopy to match the originals. The overall design of the proposals highlights the remaining heritage significance of the asset and the proposed return of the building to its intended and original use is in keeping with the character of the surrounding conservation area. This would ensure a positive contribution to the conservation area.

The exterior brick walls of the station building would be retained and refurbished. The removal of paint would have a positive impact on the building, returning the brickwork to a state more representative of its historic character. This follows the advice as provided in the conservation area appraisal, which states “*Unfortunately some of the brickwork on the front elevation [of Saxmundham Station] has been painted over*” (page 49) and “*Old facing brickwork should not be painted over and where this has happened in the past the Council will provide advice on the potential for its removal*”⁵¹.

The refurbishment of the flat roofs and external brickwork and replacement of plastic glazing to the large canopy with glass would aid in restoring the cohesive, historic aesthetic of the station building’s exterior. This would be supported by the new windows and entrance canopy, reflecting the originals as shown in historic photographs. This would also highlight that the entrance is the original one, allowing for the intended layout of the façade to be understood. The installation of a new hipped slate roof would restore height to the building, which was an important element of its historic aesthetic, and highlight the central and oldest part of the structure. To the exterior the proposed scheme sees the retention, refurbishing or replication of

⁵⁰ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

⁵¹ *Ibid.*

the vast majority of remaining historic fabric, having a positive impact on its heritage significance.

The loss of the upper storey of the building, following fire and subsequent demolition, has had significant negative impact on the asset, as discussed in Section 5.1.2. Restoration of the upper storey is not proposed by this scheme. However, above described exterior works would enhance the aesthetic value of the asset. Reinstatement of the upper storey is not necessary for the development to have positive impact on Saxmundham Station. Reinstatement of the upper storey would not be necessary to ensure the retention of the historic fabric which survives on the ground floor and could lead to a confusing interpretation of the building if the upper storey were replaced.

Rearrangement of the interior for its new purpose would result in minimal loss of historic fabric, as almost all interior walls would be retained. Small rearrangements in the proposed new waiting room, including the demolition of a small wall, blocking of an existing doorway and construction of a small new wall are minimal alterations which would not lose a significance amount of historic fabric. It would result in slightly reduced legibility of the historic layout of Saxmundham Station. However, these elements of the proposed scheme are necessary for the building to be restored to a functioning railway building. Returning railway use to Saxmundham Station would have a large positive impact on its significance, and aid in interpreting the historic purpose of the building. This would positively contribute to the communal and historical value of the asset. The small loss of internal fabric and layout does not have a negative impact on the significance of the asset, and this is outweighed by the overall positive impact of creating a building which can once again be used by the community.

Overall **the proposed scheme would have a positive impact on Saxmundham Station building**. The proposals comprise of retaining, refurbishing and replicating the historic fabric of the asset. These proposals are sensitive to the remaining historic fabric, retain the evidential value of the building and enhance the aesthetic and historical values of the asset. The reuse of the building for its intended purpose contributes positively to the communal value of the asset and the proposals and would ensure a sustainable and viable use for the historic building in accordance with local and national policy. The slight negative impacts incurred by minimal fabric loss from interior walls are outweighed by the positive impacts of retaining the majority of the historic fabric and return of the building to its intended use.

6.3 Impact on other heritage assets

The predominant historic character of Saxmundham is one of a historic Suffolk market town, with 19th century development. Despite some intrusive 20th century additions, much of the town centre retains this character and is justifiably designated a conservation area. It is therefore important to consider the impact of the proposals on this conservation area and other designated and non-designated heritage assets in the town. There are several heritage assets within the immediate surroundings of Saxmundham Station which have been identified as having the potential to be impacted by the scheme.

6.3.1 Designated heritage assets

6.3.1.1 Saxmundham Conservation Area

The character of the northern part of the conservation area, which sits south of the station, has a less distinct character than in other areas of Saxmundham, and “*aesthetically lacks the*

*cohesive qualities of other areas of the town*⁵². Nonetheless, it has several important historic features and characteristics, with the layout of the settlement and the relationship between older buildings identified as important. The important characteristics of this area, identified within the conservation area appraisal, are not anticipated to be negatively affected by changes to Saxmundham Station. The relationship between buildings would remain approximately the same, with some enhancement on their settings by returning use to the station building. Overall a slight positive impact to the conservation area is predicted.

The important view from Station Approach will be enhanced by the works. The visual appearance of the remaining building will be improved. The reinstatement of the historic entrance canopy will provide a new, and historically more sensitive focal point to the building's facade. Although it does not form part of this application the introduction of landscaping as part of the scheme will also improve the aesthetic quality of view.

An important character area identified in the Saxmundham Conservation Area Appraisal is the intersection of Station Approach, Market Place and the High Street, next to the Bell Hotel. Key views from this area would not be affected by the development of the station as this square is screened by buildings and topography. Furthermore, the redevelopment of the station is in accordance with recommendations in the conservation area appraisal, which states “[the station’s] retention, restoration and revitalisation are essential, therefore, for the benefit of the town and Conservation Area” (page 49)⁵³.

The station building is also not visible from other parts of the conservation area which don't lie immediately south of the station. It is anticipated that these parts of the conservation will not be directly impacted by the proposed scheme.

Overall, the **proposed scheme at Saxmundham Station would have a positive impact on Saxmundham Conservation Area**. The sensitive refurbishment of the station will contribute positively to the mid-19th century character of the immediately surrounding conservation area and enhance the important view identified in the conservation area appraisal. The continued use of the station for its intended purpose would aid in understanding the historical development of the town and significance of the conservation area.

6.3.1.2 Listed buildings

There are 15 listed buildings within the study area. There are no listed buildings with the footprint of the proposed scheme, and the distance between any listed building and the station will ensure there are no direct impacts on any listed buildings. The potential of the scheme to impact on the setting of listed buildings is here considered. Several listed buildings within the study area date to before the station was developed and their relationship to Saxmundham Station has less historic significance. Of these buildings, those on the High Street and Market Place and Chantry Cottages have no view of the station, as it is blocked by the streetscape, topography and vegetation, and their setting is not anticipated to be impacted by the proposed development. 16 Chantry Road and Wingfield House may have had partial views of the station's upper floor and chimneys, but these are likely to have been lost with the demolition of this storey. As the proposals are to create a one storey building, it is unlikely that these views or settings of 16 Chantry Road and Wingfield House will be altered. Therefore, the proposals to the station are not anticipated to have any significant impacts on these 17th and 18th century listed buildings.

⁵² East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

⁵³ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

The listed buildings contemporary with the station have a more direct relationship to it. As such, the reuse of the station building for railway purposes will enhance the evidential and historical value provided by these listed buildings demonstrated through their historic and spatial relationships. 1-15 Albion Street will be most directly impacted, being adjacent to the railway and having a partial view of the station from the rear. This terrace of former railways cottages also has the closest historic relationship to the railway. The station would also potentially be visible from The Bell Hotel and Old Bank House. Proposed changes to the station building, namely the addition of a hipped slate roof, would have a slight positive impact on the setting of these assets, due to the restoration of its form and function and removal of the building current depilated appearance. Although close to the station, 10 and 12 Albion Street, which fall outside the conservation area, have no view of the station and it is unlikely that these will experience any change in their setting as a result of the proposals. The setting of Market Hall will not experience any significant impact, although there may a slight improvement to its wider setting due to increased use of the station building, as has been highlighted as a benefit to the town and conservation area⁵⁴. This applies similarly to those buildings with a historic relationship to Saxmundham Station in particular.

There is no intervisibility or historical relationship between the station building and any other listed buildings in Saxmundham not here mentioned. As such it is considered there will be no impacts to any other listed buildings within the study area as a result of the proposed scheme.

Overall, **the proposed scheme at Saxmundham Station would have a positive impact on the grade II listed 1-15 Albion Street, The Bell Hotel, Old Bank House and Market Hall.** The continued use of the station for its intended purpose would aid in understanding the relationship between these historic buildings within the town centre and the station, and better reveal the significance of these assets.

6.3.2 Non-designated heritage assets

Other than Saxmundham Station building itself, there are no other known non-designated heritage assets within the proposed scheme boundary.

Situated within the study area, the Railway Public House is a non-designated heritage asset contemporary to the station. At the time of most recent survey (March 2018) the building was disused and boarded. Nonetheless, the historic context of its connection to the station building contributes to its heritage significance. This context would be enhanced by the proposed scheme's restoration of the station building to working condition. The spatial relationship of the buildings has been affected by the loss of the upper floor of the station building, as this has impacted views. Whilst the proposed scheme would not restore the upper storey of the station building, the new roof and overall refurbishment would improve views extending from the Railway Public House and have a better reveal its significance through this alteration in setting. The former Police Station would receive similar benefits, although as the use of this building has changed these would be to a lesser extent.

The view from Park End Terrace, although not part of the conservation area, was noted by the conservation officer. This view towards the station building has been significantly altered by the fire and subsequent emergency demolition of the upper storey of Saxmundham Station. The proposed scheme would not significantly alter this view further, although the hipped slate roof may be visible. This roof is in line with the historic character of the area, and as such would

⁵⁴ East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

have a slight positive impact on the view extending from Park End Terrace and significance of this asset through this change in its setting.

The HER identifies only a few assets within the study area, which relate mostly to post medieval activity, including a well and cemetery and findspots. None of these non-designated assets are expected to be impacted by the proposed scheme, due to their distance from the scheme and being below ground level.

Overall, **the proposed scheme at Saxmundham Station would have a positive impact on the non-designated Railway Public House, Police Station and Park End Terrace.** The scheme will enhance views and legibility of historical relationships between the station building and these assets.

7 Conclusion

In conclusion, this Heritage Statement has assessed the impact the updated proposed refurbishment scheme at Saxmundham Station would have on the historic environment. The revised proposed scheme allows for more of the original fabric of the building to be retained.

Saxmundham Station building is a non-designated heritage asset. The proposed scheme would restore the remaining ground floor of Saxmundham Station to a working railway building, formed of a passenger waiting room and two operational areas. The building would be one storey and feature refurbishment of much of the remaining historic fabric as well as some modern additions.

This Heritage Statement has found that the proposed scheme would have a positive impact on Saxmundham Station. Although some interior historic fabric would be lost and the internal layout would lose some legibility, this would be minimal and outweighed by the proposed retention and refurbishment of much of the station's historic fabric. The proposed designs are sympathetic to the character of the building and setting. Using the building for railway purposes would not only ensure a sustainable and viable use of the asset in accordance with local and national policy, but will also enhance the historical and communal value of the asset as it will return to its original and intended use. Overall, this would enhance the heritage significance of the asset.

The proposed scheme would have either a positive or neutral impact on the surrounding heritage assets. The proposed works would have a positive impact on Saxmundham Conservation Area, the grade II listed 1-15 Albion Street, The Bell Hotel, Old Bank House and Market Hall and the non-designated the Railway Public House, Police Station and Park End Terrace. The sensitive restoration will contribute positively to the mid-19th century character of the immediately surrounding conservation area. It will also enhance the important view within the conservation area by improving the appearance of the building through bringing it back into use creating a more active frontage. The continued use of the station for its intended purpose would aid in understanding the relationship between historic buildings within the town centre. The grade II listed 1-15 Albion Street will benefit most from this impact, due to its proximity to the station, and the non-designated Railway Public House will receive similar advantage.

Overall, the proposed scheme would have a positive impact on the historic environment and is in accordance with relevant national and local policy.

A. Appendices

A.1 Gazetteer of heritage assets

Table 1: Designated heritage assets near Saxmundham station

MM Number (for reference)	Name	NHLE list number	Designation	Period	Description	Location
MM001	Saxmundham Conservation Area	N/A	Conservation Area	Post medieval	<p>The overall character of Saxmundham is one of a reasonably well-preserved historic Suffolk market town of picturesque and attractive appearance. In particular the town centre and roads leading from the High Street retain the special characteristics that strongly justify its Conservation Area designation.</p> <p>At the heart of the town is the historic Market Place. This area is located to the west of The High Street and hidden from the road by a row of commercial premises and dwellings. The High Street runs approximately north – south, and generally the highest status buildings found in Saxmundham about this road. Those premises located within the town centre are largely commercial (often with domestic accommodation above) whereas to the northern and southern extremities of the Conservation Area, as well as to the tributary roads to the east and west, domestic properties are found. Those dwellings located close to the railway station tend to be of nineteenth century date, smaller in scale and more concentrated in terms of spatial density. Scattered around this area are former commercial and industrial sites, including land once occupied by the gas works and the site of a maltings complex north east of the station.</p> <p>Closer to the Market Place buildings tend to be of sixteenth, seventeenth and eighteenth century date, whereas to the north and south extremities of the Conservation Area sizeable individual properties from the eighteenth and nineteenth century, and set in private gardens and landscapes, are found.</p>	Central Saxmundham, including especially south-east and North of the railway, including the High Street and adjoining roads.

MM Number (for reference)	Name	NHLE list number	Designation	Period	Description	Location
MM002	16, Market Place	1365989	Grade II listed building	Post medieval; Modern	Mid-17 th century house, now a shop and flat. Altered the late 19 th century and again in the 20 th century. Timber-framed and plastered with rebuilding in red brick; plain tile roofs with cresting and bargeboarded gable ends.	TM 38632 63232
MM003	21 and 23, Market Place	1365993	Grade II listed building	Post medieval; Modern	17 th century row converted to a single house in the early 18 th century and incorporated into the former angel inn c.1980. Now two houses and a business. Timber-framed, plastered and colourwashed; pantile roof with brick ridge stack to right of centre, and 3 roof lights.	TM 38650 63234
MM004	17, Market Place	1365992	Grade II listed building	Post medieval; Modern	17 th century stables and loft, converted to a house c.1980. Timber-framed, plastered and colourwashed, with one weatherboarded gable head; pantile roof with rebuilt end stack. Entrance is late 20 th century.	TM 38659 63227
MM005	8, Market Place	1365988	Grade II listed building	Post medieval; Modern	Pair of 17 th century houses, converted to one shop in the early 20 th century. Timber-framed, plastered and colourwashed, part of rear rebuilt in brick; roof of black-glazed pantiles to front, red pantiles to rear.	TM 38647 63191
MM006	4 and 6, Market Place	1365986	Grade II listed building	Post medieval; Modern	A pair of houses from c.1840. Converted to a house and a shop in the early 20 th century and altered in the 1970s. Gault brick with hipped roof of black-glazed pantiles and brick ridge stacks, with a 3-storey 3-window front.	TM 38651 63180
MM007	Old Bank House including railings to front	1365985	Grade II listed building	Post medieval; Modern	A house with cast-iron railings attached to the front steps, built c.1830. Converted to offices, altered and extended in the 20 th century. Gault brick; hipped roof of black-glazed pantiles with brick stacks on end roof slopes.	TM 38640 63166
MM008	Wingfield House	1365990	Grade II listed building	Post medieval; Modern	A house now divided into three cottages. The range is late 16 th century with a mid-17 th century wing. Partially demolished when Old Bank House was built c.1830. Late 19 th century extensions, and 20 th century alterations. Built in a T-shaped plan, 2 storeys with attics. Rendered timber-frame and brick; pantile and plain-tile pitched roofs with enlarged axial stack.	TM 38631 63170

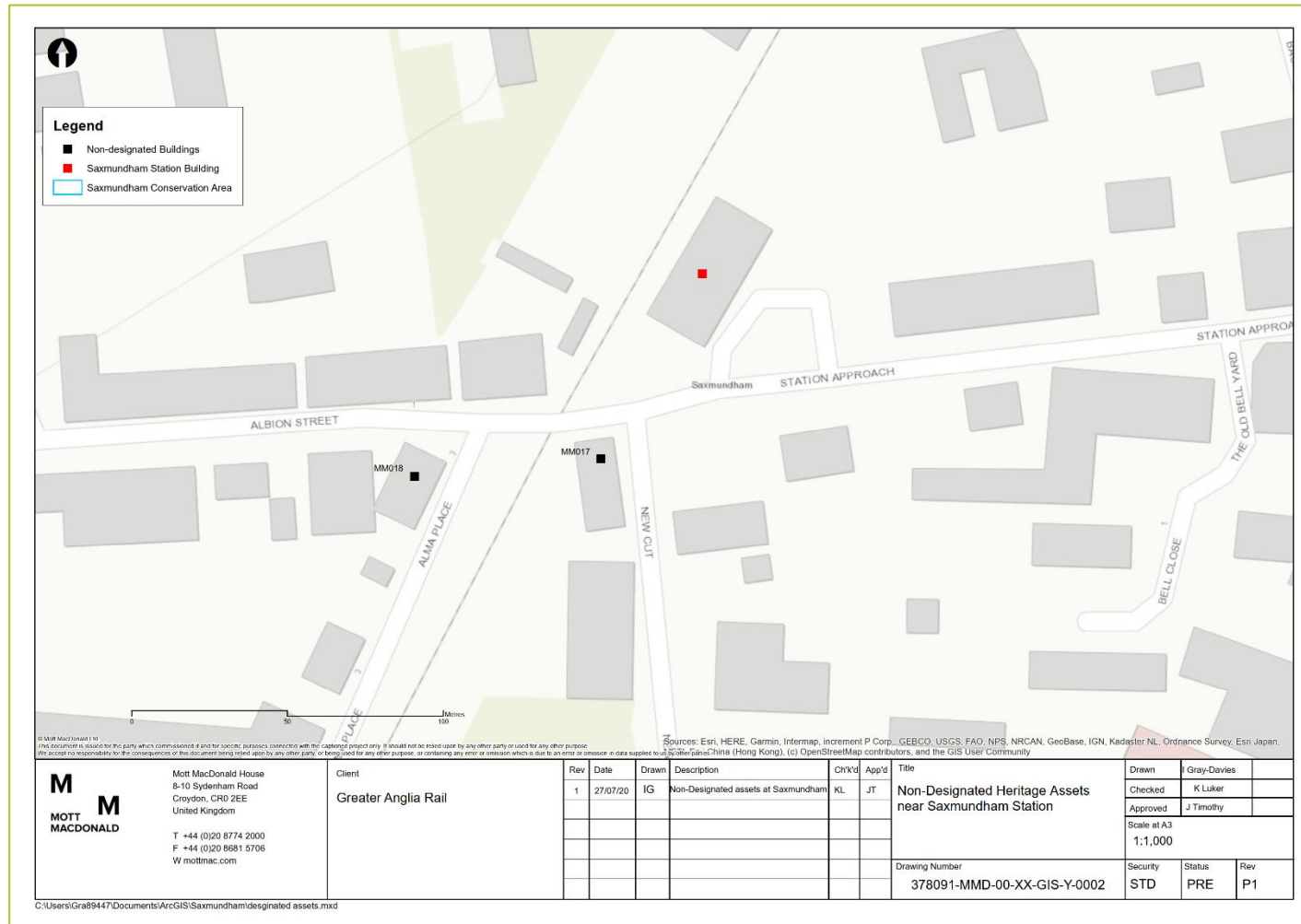
MM Number (for reference)	Name	NHLE list number	Designation	Period	Description	Location
MM009	Bell Hotel	1268195	Grade II listed building	Post medieval	A coaching inn built in 1842, now a hotel. Gault brick, colour-washed on ground floor; slate hipped roof with stack on rear roof slope. 3-storey, 5-window front. Central door has a shallow porch with columns.	TM 38663 63155
MM010	Market Hall, front steps and attached railings	1365984	Grade II listed building	Post medieval; Modern	An 1836 Corn Hall restored in 1992 and now an indoor market. Designed by Robert Appleton. A single-storey 3-bay front recessed between flanking screen walls. Bays are defined by arcades of round arches on plain pilasters with imposts, those to screen walls blind. Full width moulded cornice and low parapet surmounted in the centre by segment-headed panel containing a coat of arms and the motto: 'Dieu et ma Patrie'. Interior is a simple open hall.	TM 38648 63142
MM011	25 and 27, High Street	1268192	Grade II listed building	Post medieval; Modern	A house built c.1790, with a shop front added in the early 20 th century. Colour-washed brick; roof of black-glazed pantiles with left of centre ridge stack and three gabled dormers with 3-light casements. 2 storeys and dormer attic; 3-window front. Ground floor has plate-glass shop front to right of elevation, extended into centre.	TM 38661 63128
MM012	23 High Street	1268191	Grade II listed building	Post medieval; Modern	A late 17 th century house, altered in the 18 th century, with a shop front added in the early 20 th century. Timber-framed, now encased in rendered brick; rear wing partly timber-framed and weather-boarded; roofs of black-glazed pantiles with brick stack at right end. 2 storeys with dormer attic; 2-window front. Good shop front to left with fascia board enclosing panelled door and tiled dado.	TM 38657 63116
MM013	Chantry Cottages	1268181	Grade II listed building	Post medieval	A terrace of six houses from the early 18 th century, some have later alterations. Painted brick on ground floor, plastered timber-frame to first floor: weather-boarded gable at left end; pantile roof with two red brick ridge stacks. 2-storeys; each house has 1-window front. Plank doors alternate from left to right side of ground floor window	TM 38543 63033
MM014	14 and 16, Chantry Road	1268182	Grade II listed building	Post medieval; Modern	Pair of houses built c.1840, with 20 th century alterations. Painted brick with pantile roof and brick end stacks. 3-storey 3-window front. One window on either side; on first and second floors windows similarly placed flank blind centre windows. Pair of central doorways under segmental heads, 16 has a 19 th century plank door and 14 and 20 th century door.	TM 38526 63034

MM Number (for reference)	Name	NHLE list number	Designation	Period	Description	Location
MM015	1-15, Albion Street	1268179	Grade II listed building	Post medieval	A terrace of 8, mid-19 th century houses with rear extensions. 2 storeys and basement: each house has one window front. 4-centred carriage arch in centre. Front doorways, all with replacement doors, alternate between left and right sides of ground floor windows.	TM 38475 63136
MM016	10 and 12, Albion Street	1268180	Grade II listed building	Post medieval	<u>This heritage asset is the only listed building discussed in this Heritage Statement which falls outside the Saxmundham Conservation Area.</u> A pair of mid-19 th century houses. Gault brick with rusticated brick quoins; slate roof with brick end stacks. 2-storey, 3-window fronts. Double doorcase in centre with pilasters, plain entablature and hood. Late C20 glazed doors set within panelled reveals.	TM 38434 63114

Table 2: Non-designated heritage assets near Saxmundham Station

MM Number	Name	Period	Type	Description
MM017	The Railway Public House (A.K.A. 'The Fresh')	Post medieval	Building	19 th century Public House believed to be contemporary with Saxmundham Station. Currently boarded and disused.
MM018	The former Police Station	Post medieval	Building	19 th century police station, now a residential property.

A.3 Non-Designated Heritage Assets



Source:

Mott MacDonald (2020) Note: the Saxmundham Conservation Area is a designated heritage assets, it is shown here for context of the setting of non-designated heritage assets.

