



# **Saxmundham Station**

## Heritage Statement

25 June 2019



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# Executive summary

This Heritage Statement accompanies the planning application for the development of Saxmundham Station building, on the East Suffolk railway line at Saxmundham. The platform remains in use, serving the town of Saxmundham, however the station building has been out of use for some time. The station building suffered a serious fire in early 2018 and the 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. The building would be one storey and feature much restoration of the historic features 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 and those included in the Historic Environment Record (HER) are also discussed in this document.

This Heritage Statement has found that the proposed scheme would have a positive effect on Saxmundham Station. Although minimal historic fabric to the north-eastern elevation of the building will be lost, this is outweighed by the proposed retention of much of the station's historic fabric and refurbishment. The proposed designs are sympathetic to the character of the building and setting. Using the building for railway purposes will 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 will enhance the heritage significance of the asset.

The proposed scheme would have either a positive or neutral effect on the surrounding heritage assets. The proposed works would have a positive effect 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 conservation area view by improving the appearance of the building and bringing the building back into use to create a more active frontage. The continued use of the station for its intended purpose aids in understanding the relationship between historic buildings within the town centre. 1-15 Albion Street will benefit most from this effect, due to its proximity to the station, and the non-designated Railway Public House will receive similar advantage. There are no anticipated impacts on all other designated and non-designated assets, including those identified within the HER, as a result of the proposed works.

# 1 Introduction

This Heritage Statement has been commissioned by Greater Anglia to accompany 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 this 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 completely lost and 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. The platform remains in operation with the carcass of the ground floor 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, 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 NPPF<sup>1</sup> (paragraph 189) which highlights the importance of early heritage engagement. The statement of significance was based on the condition of 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.

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<sup>1</sup> 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](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)



## 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) as available via the Suffolk Heritage Explorer, managed by Suffolk County Council Archaeological Service (via [heritage.suffolk.co.uk](http://heritage.suffolk.co.uk));
- The National Heritage List for England (NHLE), as managed by Historic England (via [historicengland.org.uk/listing/the-list](http://historicengland.org.uk/listing/the-list)). Including records of scheduled monuments, listed buildings, and registered parks and gardens;
- 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 site; 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:

- Conservation Principles, Policies and Guidance (Historic England, 2008);
- Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking (Historic England, 2015);
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England, 2017);
- Saxmundham Conservation Area Appraisal (Suffolk Coastal District Council, 2016); and
- Standard and Guidance for Historic Environmental Desk-based Assessment (Chartered Institute for Archaeologists, 2014).

## 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.

## 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

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

### 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. 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 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 Manor<sup>2</sup>, 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 14<sup>th</sup> and 15<sup>th</sup> centuries, served the growing market town. Saxmundham continued as a traditional Suffolk market town through the 17<sup>th</sup> and 18<sup>th</sup> 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 17<sup>th</sup> and 18<sup>th</sup> centuries, as does the Corn Hall which would be later converted into Market Hall.

Saxmundham experienced considerable development in the mid-19<sup>th</sup> 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 1-15<sup>3</sup>, 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

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<sup>2</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

<sup>3</sup> Historic England (1974). *1-15 Albion Street, List Entry Number: 1268179*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268179>

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 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 20<sup>th</sup> 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 14<sup>th</sup> 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 scheme. The significance of the surrounding conservation area, nearby listed buildings and non-designated assets are also considered in relation to the station and are assessed within section 5.2. Designated heritage assets are shown in the figure included in Appendix A.2.

### 5.1.1 Heritage Significance

Historic England have set out the process for assessing heritage significance by establishing criteria in four categories; evidential value, historical value, aesthetic value and communal value<sup>4</sup>. The significance of Saxmundham Station building is here assessed based on this guidance.

#### 5.1.1.1 Evidential Value

Saxmundham Station was constructed in 1859 and was described in 2016<sup>5</sup> 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.

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<sup>4</sup> Historic England (2008) *Conservation Principles, Policies and Guidance*. Available at: <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>

<sup>5</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

**Figure 1: Saxmundham Station c.1901**



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

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 was not inspected so it was not possible to understand how much evidence related to the use of individual areas of the station remains internally. However the use of the asset as a station into the modern period suggests that the interior layout of the building will have undergone modern alteration to accommodate the changing needs, which is likely to have resulted in loss of original features. It is probable that the interior also suffered during the period of underuse and was further damaged considerably by the fire and subsequent partial demolition. The interior is likely to have also suffered from water ingress or other weather related damage following the loss of the top floor and is therefore unlikely to be well preserved. There are historic windows and doors still in place, however their condition is unknown (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 slot<sup>6</sup>, remains incorporated into the station's front elevation which holds evidential value, contributing some evidential value to the asset.

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<sup>6</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.



#### 5.1.1.2 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, with public access for travellers on the ground floor and station master residence on the upper floor, domestic-style chimneys and decorative canopy over the platform to the rear, together hold illustrative historical value as it informs the local understanding of the function of the station within the local townscape.

#### 5.1.1.3 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 19<sup>th</sup> 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

#### 5.1.1.4 Communal Value

Local stations are often centres 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.

## 5.2 Saxmundham Station setting

Saxmundham is a historic Suffolk market town with numerous listed buildings, non-designated assets and a conservation area covering the town centre. The historic character of Saxmundham has the potential to be impacted by changes to the station, as such the heritage significance of the assets setting should be understood in order to fully assess the potential for impact.

The immediate setting of the station is the car park, which negatively detracts from the evidential and aesthetic value of the station, the railway itself and other rail buildings. On the opposite western side of the tracks are 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 assets maintain some value in their relationship to the railways and station, modern changes have altered their form and function and reduced their overall heritage significance and contribution to the significance of the station building.

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 19<sup>th</sup> century. The area provides evidence on 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 area<sup>7</sup>. 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. Furthermore, the current condition of Saxmundham Station is also negatively contributing to the heritage significance of this surrounding area, by impacting on its aesthetic and historic evidential value. The imposing front elevation of the station was a positive contribution to the aesthetic of this area and the evidential value of the historic relationship between these buildings. However the damage to the station building has resulted in a limited negative impact on the setting of nearby assets including the conservation area.

In the conservation area appraisal an important view is identified looking north west from the bus stop on Station Approach to the station building, with the station building ending the view (see Figure 1 for historic appearance, and Figure 5). This view has been degraded in the recent past by the introduction of car parking to the station frontage and the deterioration of the building (see Figure 6). The fire has reduced the dominance of the building in the view by removing the upper storey. However due to the building still being present, the set back of the building and the fact it is at an angle to the street, this view still contributes to the setting and significance of both the station itself and the conservation area.

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



Source: Saxmundham Conservation Area Appraisal, 2016

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<sup>7</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.



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



Source: Mott MacDonald 2018

The spatial relationship between Saxmundham Station and contemporary buildings holds particular evidential value about the development of the town and historic relationship of these buildings. The immediately adjacent Railway Public House, a non-designated heritage asset, provided refreshment to railway passengers and staff. As many public houses, it holds communal significance as a meeting place, but its proximity to a travel hub widens this value beyond local people. In its present condition, the aesthetic value of Railway Public House is reduced by boarding and neglect, but much evidence of its historic use and connection to the railway remain in the building's historic fabric and name. The former Police Station, now number 2 Albion Street, is attractive and retains historic features but its former use is not obvious to the casual observer. The Bell Hotel<sup>8</sup> and Market Hall<sup>9</sup>, both grade II listed, are buildings whose 19<sup>th</sup> century commercial success was likely dependant on the new railway and the custom it brought. They are attractive buildings, with much of their historic fabric intact and have fairly well documented histories. They are significant to local heritage and their historic relationship to the station contributes to this value. Mid-18<sup>th</sup> century houses, including grade II listed Old Bank House<sup>10</sup> and 14 and 16 Chantry Road<sup>11</sup>, have a less obvious relationship to the railway and

<sup>8</sup> Historic England (1974) *Bell Hotel*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268195> (Accessed June 2019)

<sup>9</sup> 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).

<sup>10</sup> 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)

<sup>11</sup> Historic England (1974) *14 and 16, Chantry road*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268182> (accessed June 2019)



their setting in relation to other residential buildings is more of a contribution to their significance. The grade II listed buildings constructed on Albion Street, 1-15<sup>12</sup> and 10 and 12<sup>13</sup>, have a more obvious spatial relationship with Saxmundham Station, which informs their heritage significance. 1-15 were originally railway cottages, making this connection especially significant.

Closer to the centre of Saxmundham, in Market Street and the High Street, there are several listed buildings in proximity to the station which date to the 17<sup>th</sup> and 18<sup>th</sup> centuries. These include; Wingfield House<sup>14</sup>, 23 High Street<sup>15</sup>, 25 and 27 High Street<sup>16</sup> and 4, 6<sup>17</sup>, 8<sup>18</sup>, 16<sup>19</sup>, 21 and 23<sup>20</sup> Market Place. Although several have had later additions, these assets have evidential value for the earlier history of Saxmundham which contributes to their heritage significance. Their setting and relationship with contemporary and later buildings contributes to this value, demonstrating the development of the town. These buildings are also attractive, holding aesthetic value, and those which are public and commercial spaces are likely to hold communal value for residents. The grade II listed Chantry Cottages<sup>21</sup> were built in the same era of Saxmundham's history and hold heritage significance for the similar reasons.

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<sup>12</sup> Historic England (1974) *1-15 Albion Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268179> (accessed June 2019)

<sup>13</sup> Historic England (1974) *10 and 12, Albion Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268180>

<sup>14</sup> Historic England (1991) *Wingfield House*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365990> (accessed June 2019)

<sup>15</sup> Historic England (1974) *23 High Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268191> (accessed June 2019)

<sup>16</sup> Historic England (1974) *25 and 27 High Street*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268192> (accessed June 2019)

<sup>17</sup> Historic England (1974) *4 and 6 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365986> (accessed June 2019)

<sup>18</sup> Historic England (2019) *8 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365988> (accessed June 2019)

<sup>19</sup> Historic England (1974) *16 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365989> (accessed June 2019)

<sup>20</sup> Historic England (1974) *21 and 23 Market Place*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1365993> (accessed June 2019).

<sup>21</sup> Historic England (1974) *Chantry Cottages*. Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1268181> (accessed June 2019)

## 6 Impact Assessment

### 6.1 Scheme Description

The proposal would return the remaining ground floor of Saxmundham Station building to a working station building for use by customers and staff. The proposed building would be one storey and retain most of the existing external walls, adding a new pitched slate roof across the central area and single ply roof across the canopy and extensions. There would be minimal demolition of the north-eastern exterior wall, necessary to create a new courtyard. This would be formed of the remaining exterior walls matched with new joining walls. The existing brick façade of the southern elevation would be refurbished and a new brick clade façade on the rear of the property would aim to tie in the existing canopy. A new canopy, designed to match the original over the front entrance, is proposed. The existing station canopy is to be refurbished. New windows and cills would replicate the historic windows to the front of the property, with glazed openings on the extension and double glazing in the rear towards the platform. One existing window would be replaced by decorative grillage in the outdoor store. The Victorian post box on the south east elevation will be retained. Landscaping to the carpark and planting, as well as a new pedestrian entrance Station Approach would complete the changes, this part of the scheme will be delivered under permitted development and does not form part of this application..

The full extent of the scheme can be observed in drawings number 378091-MMD-LZ-DR-0001, 378091-MMD-00-AQ-DR-A-0005, 378091-MMD-00-AQ-DR-A-0004 and 378091-MMD-00-AQ-DR-A-0007, which have previously been submitted.

### 6.2 Impact on Saxmundham Station Building

The proposed development would reuse the majority of the existing remains of Saxmundham Station building. Saxmundham Station is a non-designated heritage asset as the building has heritage significance but is not listed. Following underuse, fire and partial demolition to the building has reduced much of its evidential and aesthetic value. As such, 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 appraisal<sup>22</sup>. The proposals for the building will retained the Victorian post box and incorporate many features in-keeping with its design, such as incorporating windows and cills which replicate the originals. The overall design of the proposals and return of the building to its intended and original use is in keeping with the character of the surrounding conservation area and would ensure a positive contribution to the conservation area.

The brick façade of the station building would be restored in the front of the building by the proposed scheme. 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 of removing paint where possible as provided in the conservation area appraisal, which states *“Unfortunately some of the brickwork on the front elevation [of Saxmundham Station] has been*

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<sup>22</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

*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”<sup>23</sup>.*

The retention of brickwork to form the courtyard walls and the addition of matching cladding to tie-in the canopy will aid in restoring the cohesive aesthetic of the station’s exterior. The small amount of demolition to the walls which form the new outdoor storage area would have a slight negative impact on the building due to loss of historic fabric, however this is largely outweighed by other elements of the scheme which see the majority of remaining historic fabric being retained in returning the building to use.

The replacement of the canopy at the original entrance to Saxmundham Station building with one more accurate to its original design would have a significant positive impact on the historic building. The proposed new entrance to the waiting room will alter on the function of the original entrance slightly, as it will no longer serve as a main entrance to the station which partially removes the ability to read how the building was originally used. However, this impact is slight and is outweighed by the overall positive effect of creating a building which can once again be used by the community.

Proposed new windows throughout the building would replicate the historic character of the original 2 over 1 sash windows. This would also have a positive effect on the heritage significance of Saxmundham Station by representing it’s original and intended design. The removal of the window furthest right in the front elevation, where the outdoor courtyard would be placed, would have a slight negative impact on the asset due to the loss of historic fabric. However, the proposed decorative grating in its place is in keeping with the architectural style of the area where iron features, such as railings, can be seen on listed properties of a similar period in Saxmundham. Modern glazing in the extensions are not as historically sensitive and will have a slight negative impact on the evidential value of the station, but are functional for the working station and would significantly improve the aesthetic value of the building in comparison to its current condition and existing boarded windows.

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, the scheme proposes the construction of pitched roof and restoration of canopies which will ensure the survival of the remaining historic fabric, and the refurbishment of the brickwork and replacement of windows to the façade will enhance the aesthetic value of the asset. Reinstatement of the upper storey is not necessary for the development to have positive effect 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 story were replaced.

There are no HER points or other non-designated assets identified within the scheme boundary and thus there are no anticipated direct impact on these.

Overall the proposed scheme would have a positive effect on Saxmundham Station building. The proposals comprise of restoring the façade, replicating original windows and restoring the entrance canopy. 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

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<sup>23</sup> Ibid.

fabric loss to walls on the north-eastern elevation of the building are outweighed by the positive effects of retaining the majority of the historic fabric and return of the building to its intended community use.

### 6.3 Impact on Setting

The predominant historic character of Saxmundham is one of a historic Suffolk market town, with 19<sup>th</sup> century development. Despite some intrusive 20<sup>th</sup> 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

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*”<sup>24</sup>. 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 effected 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 effect 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 canopy will provide a new, and historically more sensitive focal point on the front of the building. 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)<sup>25</sup>.

There are several designated assets within the study area, including 15 listed buildings. There are no listed buildings with the footprint of the planned works, 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

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<sup>24</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

<sup>25</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

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 effected. Therefore, the proposals to the station are not anticipated to have any significant effects on these 17<sup>th</sup> and 18<sup>th</sup> century listed buildings.

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 pitched slate roof, would have a slight positive effect 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 effect, 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 area<sup>26</sup>. This applies similarly to those buildings with a historic relationship to Saxmundham Station in particular.

There is no intervisibility between the station building and any other listed buildings in Saxmundham not here mentioned. The station building is also not visible from other parts of the conservation area which don't lie immediately south of the station. Furthermore, any works carried out would be at the site of the station building itself, at a considerable distance from these heritage assets. As such it is considered there will be no impact on designated heritage assets or their settings, outside those discussed above, by the proposed scheme.

### 6.3.2 Non-designated heritage assets

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 value. 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 effected by the loss of the upper floor of the station building, as this has impacted views. However the proposed scheme will have no further impacts and the overall restoration of the existing historic fabric to its original use will have a positive effect on the setting of the Railway Public House. 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 or otherwise listed, was noted by the conservation officer. This view of the station building has been significantly impacted by the fire and subsequent emergency demolition. The proposed scheme would not significantly affect this view further, although the pitched slate roof may be visible. This roof is in line with the historic character of the area, and as such a slight positive effect on the setting of and view extending from Park End Terrace is predicted.

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<sup>26</sup> East Suffolk Council (2016). *Saxmundham Conservation Area Appraisal*.

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 as these assets are below ground level and outside of the red line boundary.

### 6.3.3 Summary of impact on setting

Overall, the proposed scheme at Saxmundham Station would have a positive effect 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-19<sup>th</sup> century character of the immediately surrounding conservation area, including enhancing the important view identified in the conservation area appraisal. The continued use of the station for its intended purpose aids in understanding the relationship between historic buildings within the town centre. 1-15 Albion Street will benefit most from this effect, due to its proximity to the station, and the non-designated Railway Public House will receive similar advantage.

There are no anticipated impacts on all other designated and non-designated assets, including those identified within the HER, as a result of the proposed works.

## 7 Conclusion

The proposed scheme will benefit and enhance the heritage significance of Saxmundham Station building. Minimal evidential value will be lost to the redevelopment, comprising of the loss of one window and minimal demolition of the north-eastern exterior wall, necessary to create a new courtyard. However the retention of the majority of the remaining historic fabric, refurbishment of features such as the brickwork and sensitive design which mirrors original design features such as the windows and canopies will outweigh these to have an overall positive effect on the building. Using the building for railway purposes will 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.

The proposed scheme would have either a positive or neutral effect on the surrounding heritage assets. The proposed works would have a positive effect 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, and will enhance the important view identified in the conservation area appraisal. The continued use of the station for its intended purpose aids in understanding the relationship between historic buildings within the town centre. 1-15 Albion Street will benefit most from this effect, due to its proximity to the station, and the non-designated Railway Public House will receive similar advantage. There are no anticipated impacts on all other designated and non-designated assets, including those identified within the HER, as a result of the proposed works.

# A. Appendices

## A.1 Gazetteer of heritage assets

**Table 1: Designated heritage assets near Saxmundham station**

Name	NHLE list number	Designation	Period	Description	Location
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 abut 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>	Central Saxmundham, including especially south-east and North of the railway, including the High Street and adjoining roads.



	Name	NHLE list number	Designation	Period	Description	Location
					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.	
MM001	16, Market Place	1365989	Grade II listed building	Post medieval; Modern	Mid-17 <sup>th</sup> century house, now a shop and flat. Altered the late 19 <sup>th</sup> century and again in the 20 <sup>th</sup> century. Timber-framed and plastered with rebuilding in red brick; plain tile roofs with crestring and bargeboarded gable ends.	TM 38632 63232
MM002	21 and 23. Market Place	1365993	Grade II listed building	Post medieval; Modern	17 <sup>th</sup> century row converted to a single house in the early 18 <sup>th</sup> 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
MM003	17, Market Place	1365992	Grade II listed building	Post medieval; Modern	17 <sup>th</sup> 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 <sup>th</sup> century.	TM 38659 63227
MM004	8, Market Place	1365988	Grade II listed building	Post medieval; Modern	Pair of 17 <sup>th</sup> century houses, converted to one shop in the early 20 <sup>th</sup> 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
MM005	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 <sup>th</sup> 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

	Name	NHLE list number	Designation	Period	Description	Location
MM006	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 <sup>th</sup> century. Gault brick; hipped roof of black-glazed pantiles with brick stacks on end roof slopes.	TM 38640 63166
MM007	Wingfield House	1365990	Grade II listed building	Post medieval; Modern	A house now divided into three cottages. The range is late 16 <sup>th</sup> century with a mid-17 <sup>th</sup> century wing. Partially demolished when Old Bank House was built c.1830. Late 19 <sup>th</sup> century extensions, and 20 <sup>th</sup> 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
MM008	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
MM009	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 impostes, 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
MM010	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 <sup>th</sup> 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




	Name	NHLE list number	Designation	Period	Description	Location
MM011	23 High Street	1268191	Grade II listed building	Post medieval; Modern	A late 17 <sup>th</sup> century house, altered in the 18 <sup>th</sup> century, with a shop front added in the early 20 <sup>th</sup> 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
MM012	Chantry Cottages	1268181	Grade II listed building	Post medieval	A terrace of six houses from the early 18 <sup>th</sup> 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
MM013	14 and 16, Chantry Road	1268182	Grade II listed building	Post medieval; Modern	Pair of houses built c.1840, with 20 <sup>th</sup> 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 <sup>th</sup> century plank door and 14 and 20 <sup>th</sup> century door.	TM 38526 63034
MM014	1-15, Albion Street	1268179	Grade II listed building	Post medieval	A terrace of 8, mid-19 <sup>th</sup> 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
MM015	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 <sup>th</sup> century houses. Gault brick with rusticated brick quoins; slate roof with brick end stacks. 2-storey, 3-window fronts. Double	TM 38434 63114

Name	NHLE list number	Designation	Period	Description	Location
				doorcase in centre with pilasters, plain entablature and hood. Late C20 glazed doors set within panelled reveals.	

**Table 2: Non-designated heritage assets near Saxmundham Station**

Name	HER number	Period	Type	Description	Location
The Railway Public House (A.K.A. 'The Fresh')	N/A	Post medieval	Building	19 <sup>th</sup> century Public House believed to be contemporary with Saxmundham Station. Currently boarded and disused.	Adjacent to Saxmundham station car park
Indicative area of medieval town of Saxmundham	MSF24445	Medieval	Monument	Approximate location of the medieval town following the ranting of the market at Saxmundham in 1271.	TM 3864 6303
Land to the rear of Bay House, 22 market Place	MSF26572	Medieval; Post medieval	Monument	A structure, a pit and a probable capped well and sherds of medieval and post-medieval pottery were identified during an excavation.	TM 3861 6324
Post Medieval pit and 18 <sup>th</sup> to 20 <sup>th</sup> century sherd of pottery	MSF30734	Post medieval; Modern	Monument	A post medieval pit was identified during monitoring of groundworks. A single sherd of unglazed earthenware pottery was found, likely to belong to a flowerpot of 18th to 20th century date.	TM 386 632
Congregational Chapel Graveyard	MSF25476	Post medieval; Modern	Monument	Congregational Chapel graveyard recorded on ordnance survey maps to 1920.	TM 3835 6320

A.2 Map of designated heritage assets

Map Legend	
Approximate boundary of scheme*	
Approximate location of Saxmundham Station*	
Conservation Area Boundary	
Listed Building	*
Listed Building with the potential to be impacted by the scheme	* MM000

\* For accurate scheme boundaries please refer to the technical figures submitted with this planning application.



