

REGISTRY

4 APR 2022

RECEIVED

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Dear Mr R. Jackson

Find enclosed copies of emails / documents related to our proposal to relocate the station building to the south side of the bridge. We are not sure if its in your remit to pass judgement on this, but to say this has been an uphill struggle would be an understatement. Hence my question was for the scheme to be looked at in a holistic manner. Our proposal has not been helped by Mr D. Worley backing the NVR option and lack of clear judgement by National Highways not wishing to discuss anything because of "process". I have never been involved in the PINS process before but its been engaging and interesting but cannot get my thoughts around the use of lawyers for all the replies to the issues. The documents we ~~to~~ enclose we tried to leave at Sacrewell farm, so I have put them in the post to give you a better understanding of our reasons and the process to get the station moved for community use.

With regards

Index headings; For evidence / reference file for the Relocation of Sutton Station, to the southern side of the existing A47 bridge.

- 1 Proposal to Highways England**
- 2 Basic costings**
- 3 Online meeting September 2021 – PCC requested us to ask the planning department if this proposal has “merit” as they consider this a new build.**
- 4 With no reply from PCC planning, Landyke Trust become involved.**
- 5 PCC accept paper work as a Pre-App 1-10-2021 with a promise the council would make comments by 26-11-2021**
- 6 January 2022 still pushing PCC planning for a reply**
- 7 January 13th a mixed reply and if no reports were with the application then these are negative. No tree report submitted as its in a grass field.**
- 8 Engage Simon Machen MRTPI to act as our consultant and reply to all the issues of PCC planning.**
- 9 Additional history on U tube on the line**
- 10 NH informs us 18-2-2022 they have additional questions for Nene Valley Railway and are leaning in favour of their proposal after taking advice from independent advisors. PCC and Historic England in agreement to move the station out of the area**
- 11 Peterborough Civic Society have a meeting and back keeping the buildings together**
- 12 Additional information/clarification sent to NH**
- 13 Additional correspondence**
- 14 Submission Confirmation D4**

NH cannot discuss the relocation as it is in “process” and the selection method they claim is “robust” and this we challenge as key points have been omitted from their summary.

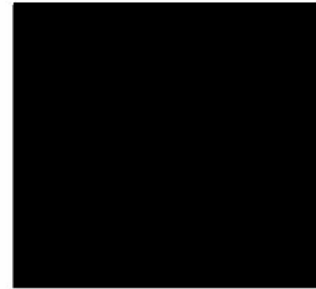
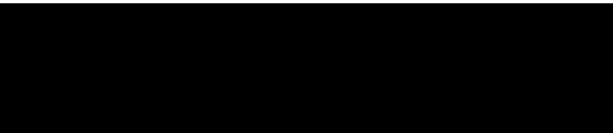


Rojali Metalwork Ltd

Proposal

Steelwork on time
every time

Date 5/8/2021



To: Craig Stirzaker Highways England Project Manager

From: Robbie Reid

Subject: Relocation Proposal for Sutton Station

Dear Sirs,

We hereby submit a proposal for relocation of Sutton Station from its present position, north of the railway bridge to a new southern position at almost equidistance from the bridge. Although the building is not listed it is recorded on the local list of Heritage Assets in Peterborough December 2020 Historical Buildings. This listing also includes the station masters house known as Heath House and the Angular Railway Bridge as a collection of 3 assets together. The railway line was built in 1868/9 and funded by Lord Burghley to satisfy the industry of Stamford and as a connecting line between Northampton and Birmingham. The line was built originally for the laying of 2 tracks but only one was ever laid. This track is of particular historical interest as the Great Northern route looked at going through the "Souththorpe Gap" but Lord Burghley who held the position of Chancellor of the Exchequer held sway on the Peterborough route being successful across Whittlesea Mere and

engineering feat at the time to negotiate flood land and reed beds. This proved advantageous to the Chancellor as it enabled him to retain political control of Stamford in its present form, rather than losing it to further heavy industrialisation. Hence today Stamford has survived as this Georgian town, as industry and manufacturing relocated to Peterborough. The new route of A47 is now going north of the existing bridge, with the present road becoming a WCHER route, it is felt the station house could be reinvented with a new purpose. The building in its own right has a nice architectural appearance and although it would also fit as a dwelling house as it's been since the line closure, it could also act as a new hub with conveniences suitable for surrounding local small businesses. The station house could provide facilities such as an environmental classroom, for woodland and archaeological workshops from Sacrewell Farm, further to that I have already had interest from a local artist for the running of painting workshops, with the relocation of the station house giving great access to the river, woodland landscapes and wildlife.

The proposed site for relocation is at the top of the rail cutting south of the bridge and a short distance from the proposed water settlement pond. Electrical, water and power supplies are all within easy reach of the proposed site of relocation. The existing building is on mains water, and waste water would have to be treated by the klargest system or similar. Private access would be via Long Meadow Farm Sutton any public access would be via the nearby WCHER route, on the disused rail bed. Once the project is completed then the possibility of safe public access from Sacrewell may provide new uses of the classroom.

Planning

I have already approached Peterborough City Council and will put in a full application if HE accept this proposal. I have also asked for Historic England's view point on this proposal, with feedback being resoundingly positive to the 3 elements of the station being kept

together, with them in full support of the idea it had a public element of access to the building. The Wildlife Trust have yet to reply. As the plan involves access to land owned by Milton Estates for the removal of the building the estate office has been approached and they will grant permission subject to an access contract. We would like to put the planning in as soon as possible or as soon as Highways England have the green light from the planning inspectorate.

The new relocation site will require a wildlife survey along with an archaeological survey, these could be done at the same time prior to pond earthworks and any floodplain mitigation. We will have to do some of this survey work on behalf of Peterborough City Council planning. This will be discussed with the Wildlife Trust plus an officer from Peterborough City Council heritage department. Although the proposed site is not on the floodplain an opinion needs to be taken from the Environment Agency.

Planning would be handled by a planning consultant so as to ensure all the relevant issues and questions are properly addressed. Other surveys required on the station house would be for asbestos, as we know it exists. If the asbestos presents in sheet form and not as insulation it can be carefully removed with its disposal being via sealed bags or sealed skips depending on the quantity found and with relevant health and safety method statements to protect operators and the environment.

Dismantling would be by agreed method statement using a mix of skilled and semi-skilled labourers. They would use pre-erected scaffolding with fall bags and relevant PPE this would be managed by Rose construction as their stonemasons would be my first choice subject to relevant agreed quotes due to their high standard of work done locally. Liability insurances would be covered by myself, Rojali Metalwork and Dan Rose of The Rose group. The plan would be to remove the building and palletize all material that can be reused for construction. The materials would be recorded onto drawings and

removed via all terrain forklift via the track bed under the A47 bridge. After removal they would be placed at the top of the embankment before being loaded onto a trailer. They would then be transferred via the farm track to a temporary compound in the yard of Long Meadow Farm, to be retransferred back to site when construction starts. This could be done during the road construction or post road construction, due to the site being within the area of the Development Consent Order this would be subject to licencing agreements, all access during rebuilding would be via the farm tracks. All waste rubble and unusable building material will be handled by Rose recycle based in Fengate Peterborough collected in transferable skips and moved by teleporter. We estimate the whole operation with the removal of the building from start to finish to be approximately 4 to 6 weeks. There would be no vehicle movement taking place from the site onto Sutton Heath road and A47 due to the blind nature of the junction. The only safe way of transportation of the deconstructed material via the road would be to implement a temporary traffic light system. This would become a major issue on an already busy road network with a history of collisions, causing further congestion and driver frustration at peak travel times. The system of going under the bridge will greatly improve the risk assessment scale taking it from a 5 to a 1. At the completion of the removal of the building the site will be levelled and left tidy to foundation level, with the site safety fencing removed.

Funding would be via personal capital, however as the building is to have a public element of use with the environmental classroom/ facilities, it is hoped we would be able to apply for some funding via designated funds if it meets the criteria. At the moment we have Fifty Thousand Pounds available for the planning and removal of the building.

The building is to be rebuilt using heat efficient internal walls. The external stonework and design will mirror what exists today and subject to planning, we would propose to reinstall windows and glass doors to the archways that currently appear stoned up, this would

take the building further back to its original station house appearance reinstating the original look of the booking office facade. It is thought that the original tall chimneys were repurposed to a stone house built in Sutton village by the same family who bought the station house sometime after 1929 when the line closed for trains. Further tying the station house historically to the village of Sutton. During the study of the history of the station house prior to this proposal, Sutton residents and I have uncovered a few documents. A notable area of interest is that the house has always been referred to as Sutton Station, as it resides within the Sutton Parish.

If Highways England have any questions or queries please don't hesitate to contact me.

Kind Regards

Robert W Reid

Grd

17.8m

Pond

APPROX AREA OF NEW DUALLING A47

PETERBOROUGH
→

OLD A47

BRIDGE

A47

BECOME

CYCLE/WALKING - HORSE RIDING ROUTE

WASTE
WATER
POND

LP00041

FLOOD PLAIN

RE ENG

TO REPLACE LOST

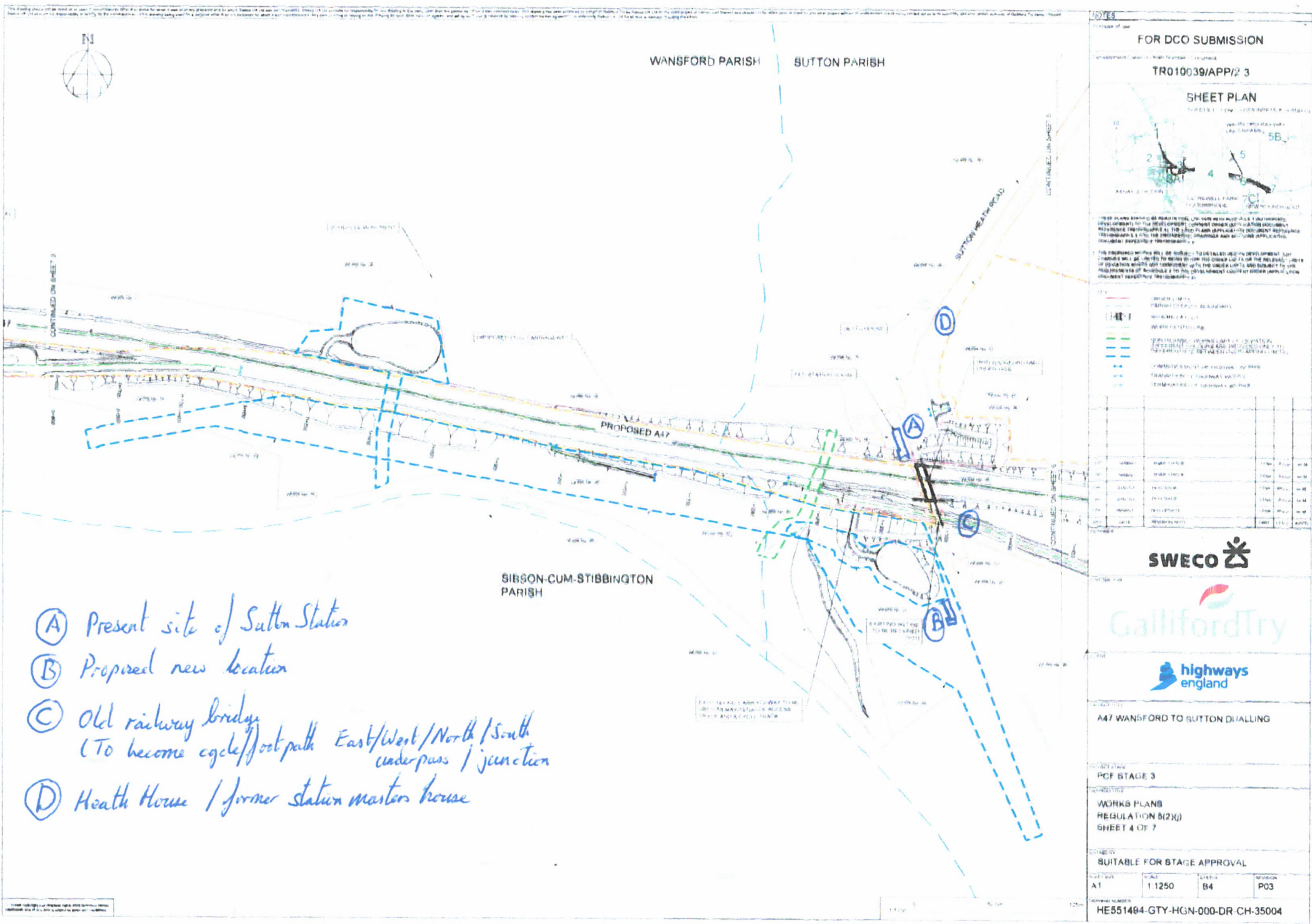
FLOOD PLAIN

WITH HISTORIC
ENGLAND

LP00117

Dismantled Railway

Prepared relocation
Sutton of station house.



- Ⓐ Present site of Sutton Station
- Ⓑ Proposed new location
- Ⓒ Old railway bridge
(To become cycle/footpath East/West/North/South underpass / junction)
- Ⓓ Heath House / former station masters house

NOTES

FOR DCO SUBMISSION

TR010039/APP/2 3

SHEET PLAN

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SWECO

GallifordTry

highways england

A47 WANSFORD TO SUTTON DUALLING

PCF STAGE 3

WORKS PLANS

REGULATION 8(2)(g)

SHEET 4 OF 7

SUITABLE FOR STAGE APPROVAL

SCALE	DATE	REVISION
A1	1:1250	B4
		P03

HE551494-GTY-HGN-000-DR-CH-35004



Rojali Metalwork Ltd

Steelwork on time
every time

Date 14/9/2021



To: Geoff

From: Robbie

Subject: Station House costs

Hi Geoff further to the meeting and request from Tarv on potential costs have drawn up a list and put into 2 groups.
Please advise on missed points regarding costs, or adjusts costs accordingly to your experience. This is just to give Highways England and designated funds an indication.

Demolition and Removal to yard for storage.	£
Risk assessments and method statements	1000
Safety equipment ie Scaffolding fall arrest bags	4200
Asbestos disposal	1000
Labour skilled 2 x 540 hours @£20	10800
Labour semi skilled 540 hours @ £12	6480
Licence agreement from Milton wildlife survey?	1000
Drawings recording etc	2000
Other inert waste disposal	2000
Machinery track digger	500

Cont

Machinery All terrain forklift	500
Tractor and trailer	500
Potato boxes metal stills 25 x £50	1250

Any other missed points ?

Potential costs of demolition to storage £ 31,230

Relocation and Construction

£

Risk assessments and method statements	1000
Planning and drawings	3000
Footings and base	10000
Internal blockwork	5000
External stone	?
Roofing	?
Window replacements	?
2 nd Fix electrics plumbing plaster etc	?
Public classroom work area	?
Public convenience facilities	?
Services electric and water	?
Tank karlgestor type	4000
Landscaping fencing, pathways gates	5000

Potential costs ?

From the measurements that are roughly taken due to the alarms the length 126ft x width 22ft and approx. 12ft to the apex but these are rough guides.

I know these are guess costs, can you give me some guide costs with your experience and then at least I can give Tarv a potential costing to designated funds, and any missed points.

Regards

Robbie