

RE: National Highways - A47 Sutton Station House Building

Richard Astle [REDACTED]

Tue 08/03/2022 14:22

To: 'David Turnock' [REDACTED]

Cc: [REDACTED] 'Mick G' [REDACTED]

Thank you David that is very helpful.

Would it be okay to let others know of this position? We are aware that Highways are in favour of the relocation of the station house to Wansford, where it would, we think, be part of the current NVR complex. The parish councils are not at all happy about this and we have raised it with politicians now, particularly on the principle that the heritage asset should not, if at all possible, leave the parish it is currently in.

I have copied in Mick Grange (Sutton) and Richard Clarke (Wansford) who have been in correspondence with Highways on this issue.

Thank you again for taking the time to consider.

Kind regards

Richard Astle
Chair, LCT

Langdyke Countryside Trust is a Charitable Incorporated Organisation and registered charity in England and Wales no. 1180626

From: David Turnock [REDACTED]**Sent:** 08 March 2022 13:55**To:** Richard Astle [REDACTED]**Cc:** [REDACTED]**Subject:** RE: National Highways - A47 Sutton Station House Building

Richard

The PCS Committee discussed this proposal in detail yesterday evening and understand the way in which Langdyke and others now wish to see the old station building brought back into use- we obviously welcome this.

PCS would be supportive of the proposal to use the relocated station building as a learning and resource centre provided there was certainty that the ownership of the building, land and vehicle access it will require is within a suitable charitable trust i.e. not in private ownership

The principle of the building being rebuilt as close as possible to its original position does in our view retain the meaning and context of the original structure as far as possible given that it needs to be moved to allow the A47 upgrade works to take place

We are also concerned that the re-erection of the building be effectively secured to a reasonable timetable and on the basis of better quality detailed architectural drawings of the building than we have seen to date.

Please let us know if you need anything further from us at this stage and do keep us appraised of developments in bringing this project to fruition.

Regards


David

David Turnock

Chairman

Peterborough Civic Society



 Datum House, 3 Commerce Road, Lynch Wood, Peterborough PE2 6LR

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From: Richard Astle 

Sent: 01 March 2022 13:50

To: David Turnock [REDACTED]
Cc: Peter Lee [REDACTED]
Subject: RE: National Highways - A47 Sutton Station House Building

Yes, of course, thank you!

Richard Astle
Chair, LCT

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From: David Turnock [REDACTED]
Sent: 01 March 2022 13:45
To: Richard Astle [REDACTED]
Cc: Peter Lee [REDACTED]
Subject: RE: National Highways - A47 Sutton Station House Building

Richard

Thanks

PCS discussed our stance on this last October but we are aware of changes that have taken place since then.

I intend to put this on our Agenda for our next Committee on 7 March and will get back to you after that- is that ok?

Regards

David

David Turnock
Consultant Architect



[REDACTED]

[Redacted]

Datum House, 3 Commerce Road, Lynch Wood, Peterborough PE2 6LR

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From: Richard Astle [Redacted]
Sent: 01 March 2022 07:27
To: David Turnock [Redacted]
Cc: Peter Lee [Redacted]
Subject: FW: National Highways - A47 Sutton Station House Building

Hi David

I think the Civic Society may be aware of the proposals to relocate the station buildings at Sutton station. I wondered if you had a view on the merits of the two proposed locations?

For us, there is great merit in relocating the building as close as possible to its original location, rather than to Nene Valley Railway site at Wansford, although there may be considerations that I am not aware of.

Would the Civic Society be able to support the position set out below, which is also supported, I believe, by Sutton and Wansford parish councils – see attachments? Above all we need to ensure a robust process is followed?

Thank you.

Richard Astle
Chair, LCT

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From: Richard Astle [Redacted]
Sent: 01 March 2022 07:20
To: Daniel Worley [Redacted]; [Redacted]
Cc: [Redacted] Steve Cox [Redacted]

[REDACTED] Peter Lee [REDACTED]

[REDACTED] robbie reid [REDACTED]; Cllr Steve Allen

Subject: FW: National Highways - A47 Sutton Station House Building

Dear Daniel and Tarv

I have been forwarded copies of correspondence about the proposed relocation of the station house at Sutton and wondered if you could help me understand the decision making process, please, and what happens next? From the email below it seems as if the favoured location is at Wansford station? I am not in a position to judge the merits of that location, but would hope that in reaching that decision/recommendation you have:

1. Taken into account the wider plans for the John Clare Countryside and the heritage trail we are proposing from Peterborough to Stamford that would embrace the station house, if positioned at the location proposed by Robbie Reid immediately south of the current A47? This is a project that we are working on with Nene Park, Protect Rural Peterborough, Sacrewell Farm, PECT and local parishes and community groups. The station house would be an important part of the project, providing an educational/exhibition destination on the route, celebrating the industrial and railway heritage of the area. I attach the initial ideas on this project.
2. Considered whether it is best for a heritage asset to be relocated as near to possible to its original location?
3. Consulted with the local community, including the parishes of Wansford and Sutton, as to their preferences? I have copied in both parish councils as I believe they have already written in support of the relocation to the site proposed by Robbie.
4. Appreciated that the plans to relocate the building south of the A47 involve the creation of a charitable trust that would own and manage the property?
5. Considered the desirability of keeping this heritage asset within the Peterborough Council area – I may have this wrong, but isn't Wansford station in HDC?

I would welcome a chance to discuss this with you, just to make sure that the right decision for the area is made based on all key considerations. I have also copied in relevant Councillors, recognising the importance of this project for Peterborough's cultural, heritage and environmental aspirations.

Kind regards,

Richard Astle
Chair, Langdyke Countryside Trust
Langdyke Countryside Trust.



Langdyke
Countryside Trust

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From: Gohel, Tarvinder [REDACTED]
Sent: 18 February 2022 09:41
To: robbie reid [REDACTED]
Cc: A47 Wansford to Sutton RIS <A47WansfordtoSuttonRIS@highwaysengland.co.uk>; Louro, Jay [REDACTED]; Malone, Gemma [REDACTED]
Subject: National Highways - A47 Sutton Station House Building

Dear Robbie,

Many thanks for your continued interest and support in retaining and relocating the Sutton Station House building. As you are aware another party has also come forward with a proposal to relocate the building. As a result, National Highways, with support from Peterborough City Council and Historic England, undertook an objective review of both proposals to review relative merits and risks.

Due to the tight windows to secure funding we have had to go ahead and make a decision on which proposal to move forward with. On the balance of risk, we have decided to progress with the other proposal. We know this will come as a great disappointment to you and the community. However, we feel with the current constraints, the other proposal will provide greater value and less risk. We have provided a summary of our review below for your records.

If you wish to discuss this, please feel free to get in touch.

H&S implications:

No major concerns with proposals.

Customer Impacts:

Rojali proposal has very strong links to local user groups, Langdyke trust and local parish. The building was likely to be used a community hub but try to retain as many original features as possible of the building. There was a slight concern around being relocated to private land and accessibility.

Proposals for Dismantling / Construction:

No major concerns with proposals.

Commercial Implications:

Rojali is a private company and relocation site is private land so there were commercial gain concerns.

Land for relocation:

No major concerns with proposals.

Planning permissions / Peterborough requirements:

Planning officer raised a number of concerns around the proposals. These are currently being reviewed and independent planning consultant has been engaged to address concerns. Serious risk to delivery still remains if planning process is protracted.

Access Considerations:

No major concerns with proposals.

Agreements/Insurances/Liability:

No major concerns with proposals.

Experience of Similar Works:

No major concerns with proposals.

Funding proposals:

No major concerns with proposals.

Programme implications:

Rojali proposal provided indicative timescales for dismantling but not much detail around construction.

Environmental implications:

No major concerns with proposals.

Public benefits and requirements:

No major concerns with proposals.

Regards

Tarv

Tarv Gohel

Technical Director

Arcadis Consulting (UK) LTD

Cornerblock, 2 Cornwall Street, Birmingham | B3 2DX | United Kingdom



Sutton / Wansford Rd Station relocation

robbie reid [REDACTED]

Thu 24/02/2022 15:56

To: Gohel, Tarvinder [REDACTED]

Dear Tarv

This is an additional email as further information to quantify your teams concerns over relocated to private land and commercial gain concerns.

The station does not come under the ownership of myself or Rojali Metalwork it is set up into a Community Interest Company, an LBG type that when established is then converted to a charity. It would use a Companies House Form CIC 36 which is lodged with a Community Interest Statement.

This company would contain persons of significant control and guarantors. As this is community it would have 1 member each from Wansford, Sutton and Upton, along with one member from Landyke Trust and myself or a family member.

This is to ensure that the building is asset locked into the wider community.

The private land it stands upon can be leased or rented or even gifted to the building.

The caretaker resident/family would allow the operation, safety and usage to the public via the use of facilities to wider public groups.

12 This allows the building to seek other funding sources especially the local land fill and extraction fund. This keeps the building relevant into the future and withstands personal changes. It allows the project to be flexible in what it can provide to the public and environment.

The commercial gains are non-existent, but what the true gains are the safe guarding of the surrounding environment and wildlife. Cannot stress this issue more strongly, even in keeping this as an active wildlife corridor into the future.

Please email me if your team or advisors require further information or have any questions. Have contacted Landyke Trust who will email you shortly when Richard returns from a break. Also let me know if you require further detail on reconstruction methods.

With Regards

Robbie



**CITY OF PETERBOROUGH
PARISH OF WANSFORD**

**CITY OF F
PARIS**

14.9m

Lay-by

11.8m

Pond

Issues

Heath House

17.0m

Issues

17.1m

SUTTON
HEATH ROAD

17.8m

Cattle
Grid

Pond

River Nene

19.5m

4/6a

LB

Drain

Drain

Pond

9.3m

4/6c

4/6b

Dismantled
Railway

Water

Drain

Water

RE: National Highways - A47 Sutton Station House Building

rclarke9999@btinternet.com [redacted]

Tue 01/03/2022 12:02

To: 'Daniel Worley' [redacted] 'A47 Wansford to Sutton RIS'
<A47WansfordtoSuttonRIS@highwaysengland.co.uk>

Cc: [redacted] 'Steve Cox' [redacted]
'Peter Lee' [redacted] 'robbie reid' [redacted] 'Cllr Steve Allen' [redacted] 'Richard Astle' [redacted]

All

AS you will know, the A47 Wansford to Sutton Dualling scheme is the subject of an examination by the Planning Inspectorate. In their Deadline 2 submission to the Inspector, Historic England has discussed the railway station at some length. The full document is in the Examination Library and is attached. For your convenience, I have extracted the relevant section below. The extract makes it very clear that much of the value of the station building lies in its grouping with the other features of the station. This clearly indicates that the building should be kept in its local context rather than being removed to some remote location. This matter will be discussed further at the Planning Inspectorate Issue Specific Hearing 2 at 1000 on the 15th March.



4.1 Non-Designated Heritage Asset - Wansford Road Station

Significance

4.2 As set out in the ES (chapter 6.6.61) the A47 currently passes over a disused section of the former Stamford to Wansford railway line. The railway opened in February 1857 and was originally designed to connect the area between Stamford and Wansford to the London and North Western Railway line. Commercially challenged, heavily opposed by the adjoining Midlands line and beset with issues it eventually closed in 1931. The route had 4 stations located at Barnack, Ufford, Wansford Road and Wansford.

4.3 A small section of the disused line which includes the former Wansford Road Railway Station is within the scheme boundary. Built in 1867, the station is constructed from local limestone, it comprises a single storey central station building with side extensions. It is locally listed (see ES reference WAN1), and the station group also includes a large section of the original platform, the original gates and gate piers at the road access from the A47, and a contemporary linesman's hut.

4.4 The group is completed by a second locally listed structure, which is a road bridge (ES reference WAN2). This asset is described in the ES as an 'excellent example of a skew arch bridge with a five-ring brick barrel displaying fine workmanship throughout. The asset is built of local limestone in a rusticated finish with red brick detailing'.



- 4.5 Although this is a very good group of railway assets with high heritage value, they were assessed for designation in 2018 by Historic England and did not to meet the test to be added to the National Heritage list. The station for example had been much altered when converted into a dwelling and in the 80 or so years between the station closing and the designation review. The bridge and other assets were also deemed not sufficiently unusual.
- 4.6 Formerrail infrastructure does have considerable public interest and has strong communal and social values. The station buildings, the bridge, the railway line, the intact section of platform, linesman's hut, the gates and gate piers, make a good collection of interrelated contemporary railway assets with both group value and a degree of significance.
- 4.7 Although the station and bridge are not formally recognised on the National Heritage List they have been identified as important and placed on the local list maintained by the Local Planning Authority. They are therefore defined for the purposes of this assessment as Non-designated Heritage Assets (NDHA).
- 4.8 Because of the interrelated and contemporary nature of the railway infrastructure, the route and cut for the railway line, sections of platform, linesman's hut, gates and gate piers form a part of the setting of the locally listed NOHA's. They contribute positively to the significance of the NDHA's and enhance their value.
- 4.9 We note a degree of ambiguity in relation to the status of the former railway line, the hut, platform, gates and gate piers as to their status as locally listed assets or as non designated heritage assets and we agree that clarification from the LPA as to their status would be useful to support this examination.

Impact

- 4.10 The development requires total demolition of the station building, part of the platform, and the demolition and removal of the gates and gate piers. The ES (see 6.6.8) notes a section of the platform and linesman's hut could be retained in situ. The demolition of the bridge is not part of the development and the general arrangement plans (ES Chapter 2.6, Sheet 4) shows the bridge would be retained and used as a maintenance and access track and cycle path. The route of the former railway line would also be retained.
- 4.11 The works would therefore result in a total loss of significance of the station building. We consider this to be a detrimental residual effect in EIA terms which is equivalent to substantial harm in planning policy terms, albeit for a NDHA.

4.12 The loss of a part of the platform, and removal of the gates and gate piers represent a total loss of significance for these features and would also be a significant effect and harmful in policy terms. As they also form part of the setting and contribute to the significance of the non-designated assets (station and bridge), their removal would

therefore also result in a harm to the significance of the NOHA's from a loss of features that contribute positively to their setting.

Policy

4.13 The work proposed at this location is set out in the ES and the justification is provided and signposted in the heritage chapter. In policy terms the NPSNN as a more senior policy document does not provide much detail with regards to non-designated heritage assets and for example paragraph 5.131& 5.133 refer only to designated heritage assets.

4.14 The 2021 revised version of the NPPF is however more helpful in direction with regard to this situation and for example paragraph 203. States that,

'...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.'

4.15 Paragraph 5.139 of the NPSNN does however state that,

'A documentary record of our past is not as valuable as retaining the heritage asset and therefore the ability to record evidence of the asset should not be a factor in deciding whether consent should be given.'

4.16 NPSNN 5.140 also says that,

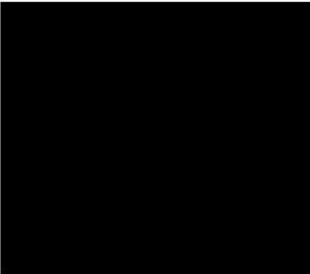
'Where the loss of the whole or part of a heritage asset's significance is justified, the Secretary of State should require the applicant to record and advance understanding of the significance of the heritage asset before it is lost (wholly or in part). The extent of the requirement should be proportionate to the importance and the impact.'

Historic England's Position

- 4.17 We note these features are primarily outside of Historic England's remit and we recommend the ExA take into consideration the views of the Councils specialist Conservation team with regards to this asset group.
- 4.17 We do however consider that together they form a good grouping of railway related infrastructure and they have retained heritage values and significance as heritage features albeit in a local context. The loss of significance for some assets would be total, and there would be additional harm to the setting of the retained assets. In our view this loss and the harm to the significance of the remaining assets from the development within their setting is regrettable but accept it is unavoidable.
- 4.18 We note the applicant has made provision for recording these assets (see ES 6.8.6, and 6.8.7). We would consider this an appropriate response to satisfy NSPNN paragraph 5.140, as would an approach that seeks to recover original building materials during demolition (as set out in the ES see chapter 6.8.9). We consider this should also include the gates and gate piers and platform materials.
- 4.19 As set out in NSPNN paragraph 5.139 this response is not as 'valuable' as retaining the asset and would not make up for the overall loss of significance and heritage values.
- 4.20 The ExA would therefore need to give consideration to the policies set out in the NPSNN at 5.139 & 5.140, and we also recommend that regard is given to paragraph 203 of the NPPF when coming to a decision.
- 4.21 We do however wish to note that discussion are on-going between the applicant (as owner of the station group) and other local parties with regard to controlled demolition and relocation of a number of assets in the Station building group. Including the main Station building itself.
- 4.22 In our view If this course of action, namely recording, careful demolition and rebuilding (we recommend this includes the gates, gate piers and platform) could be secured, then some elements of the significance of the buildings would potentially be retained. Again, we recognise this is not as valuable as retaining the assets in situ. It is however arguable that the overall heritage harm and the negative effects would be reduced if this approach was successful, and some significance would be vested in the building at a new location. Provided this location allowed for public access and interpretation.
- 4.23 We therefore consider that the applicants should be asked to provide further details to the ExA in relation to this matter. In particular, confirmation is required that this outcome is available to the applicant and details of the mechanism by which it would be secured, as per

paragraph 204 of the NPPF.

Regards
Richard Clarke
Parish Councillor – Wansford Parish Council



From: Richard Astle [redacted]
Sent: 01 March 2022 07:20
To: Daniel Worley [redacted]
Cc: [redacted] Steve Cox [redacted] Peter Lee [redacted] robbie reid [redacted] Cllr Steve Allen [redacted]
Subject: FW: National Highways - A47 Sutton Station House Building

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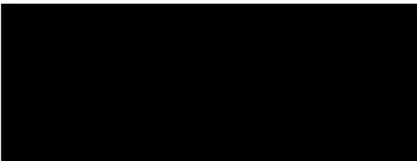


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Richard Astle
Chair, Langdyke Countryside Trust
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<i>Customer Impacts:</i> Rojali proposal has very strong links to local user groups, Langdyke trust and local parish. The building was likely to be used a community hub but try to retain as many original features as possible of the building. There was a slight concern around being relocated to private land and accessibility.
<i>Proposals for Dismantling / Construction:</i> No major concerns with proposals.
<i>Commercial Implications:</i> Rojali is a private company and relocation site is private land so there were commercial gain concerns.
<i>Land for relocation:</i> No major concerns with proposals.
<i>Planning permissions / Peterborough requirements:</i> Planning officer raised a number of concerns around the proposals. These are currently being reviewed and independent planning consultant has been engaged to address concerns. Serious risk to delivery still remains if planning process is protracted.
<i>Access Considerations:</i> No major concerns with proposals.
<i>Agreements/Insurances/Liability:</i> No major concerns with proposals.
<i>Experience of Similar Works:</i> No major concerns with proposals.
<i>Funding proposals:</i> No major concerns with proposals.
<i>Programme implications:</i> Rojali proposal provided indicative timescales for dismantling but not much detail around construction.
<i>Environmental implications:</i> No major concerns with proposals.
<i>Public benefits and requirements:</i> No major concerns with proposals.

Regards

Tarv

Tarv Gohel

Technical Director

Arcadis Consulting (UK) LTD

Cornerblock, 2 Cornwall Street, Birmingham | B3 2DX | United Kingdom



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