

# Wymondham Station

**Address:** Station House, Station Approach, Wymondham, Norfolk, NR18 0JZ

**Document:** Design & Access / Heritage Statement

**Project:** Residential Accommodation : Listed Building Application



Document Reference:	24-4773-A-300
Date:	February 2024

Rev	Date	Purpose	Author	Reviewed By	Approved By
-	16/02/2024	First Draft	L Collins	M Powell	M Powell
P01	05/02/2024	Initial Issue	L Collins	M Powell	M Powell



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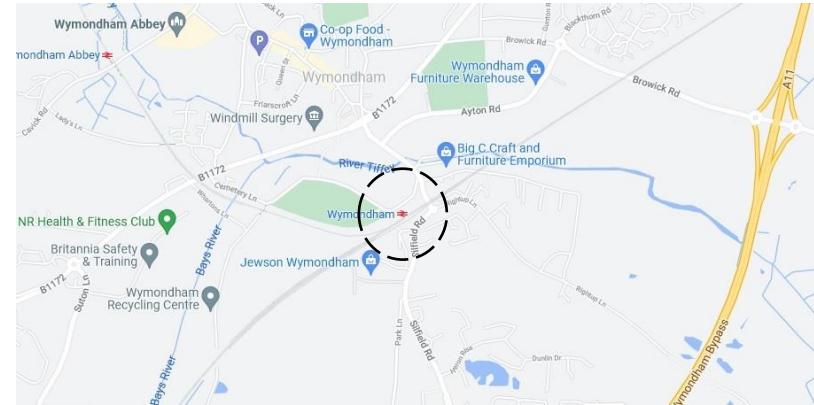
# 1. Introduction

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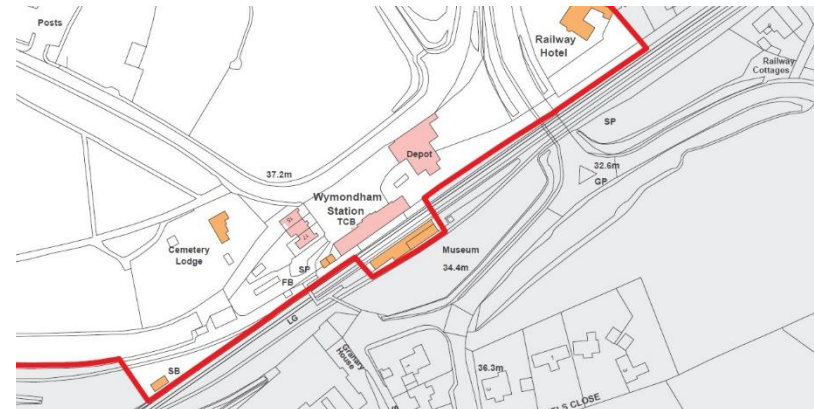
# 1. Introduction

## 1.1 Executive Summary

- This document has been prepared by Robinson Kenning & Gallagher for TPSS on behalf of Greater Anglia.
- The project is for refurbishment works to the residential accommodation (formerly 'The Station Masters House') that forms part of the Grade 2 Listed Station Building (Norwich End) at Wymondham Station, Norfolk.
- The accommodation has its own entrance and is over two floors with a kitchen and lounge on the ground floor and bedroom, bathroom and separate WC on the upper floor.
- Due to poor living conditions brought about by a deterioration in the building fabric the accommodation tenants were removed, the house emptied, and remedial works begun to address the issues and repair the building fabric.
- To-date the remedial work undertaken has been on a 'like-for-like' basis and work has now stopped until Listed Building Approval is granted.
- A visual survey of the station building residential accommodation were undertaken on 26.01.2024 by Robinson Kenning & Gallagher Architects.



Above Map indicating location (Google Maps)



Above Wymondham Conservation Area boundary (red and white)

# 1. Introduction

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## Objectives

The objectives of the report are as follows:

- To determine the impact of the proposed residential works at Wymondham station on the Listed Building.
- To obtain Listed Building Approval for the proposed works.

## Timeline

- Deterioration of living conditions within the property.
- Occupants of property vacate the property.
- Inspection Report undertaken by Greater Anglia (Date: 09/02/23).
- Application South Norfolk Council (application timed out 7 Jan 2024). Ref: 2023/3345.
- 'Soft Strip-out' of property and remedial works undertaken. January 2024.
- Emergency Prohibition Order Received (Housing Act 2004, Section 43).
- Submission of Listed Building consent. March 2024.

## Documents included with this Listed Building Application

- Design & Access/Heritage Statement Ref: 24-4773-A-300
- Drawings: 24-4773-A-001 Location Plan  
24-4773-A-002 Existing Floor Plans, Elevations & Section  
24-4773-A-003 Proposed Floor Plans  
24-4773-A-004 Proposed Elevations, Section & Door Schedule  
AME-1937-PEL-001 Proposed Electrical  
AME-1937-PPL-002 Proposed plumbing

## Supporting Documentation:

- Greater Anglia Inspection Report Residential Flat (*ref: Inspection Report Wymondham Station Residential Flat.pdf*)
- T&G Damp & Timber Letter/report on rising damp (*ref: Wymondham Stn House 4282Aw.pdf*)
- T&G Damp & Timber Drawing in support of the above letter/report (*ref: Wymondham Stn House Dwg 4282Aw.pdf*)

# 1. Introduction

## 1.2 Site

### Site Overview

Wymondham Station is located in the market town of Wymondham in Norfolk and lies within the Borough of South Norfolk. The station address is Cemetery Lane, Wymondham, South Norfolk, Norfolk, NR18 0JZ.

The station is on the Cambridge to Norwich line and is located between Spooner Row and Norwich railway stations. The main station building, and north platform is Grade II listed (ref: 1208540). To the north of the station there is also a Grade II listed Old Goods Shed (ref: 1208546) and a Grade II listed telephone box (ref: 1244672).

The south platform 2 building and footbridge are not listed; however, the platform 2 buildings are buildings of townscape significance (locally listed). Both station buildings sit within Wymondham Conservation Area.

The station is located on Cemetery Lane just off Station Road. Station Road leads to B1172 Harts Farm Road and the A11 Wymondham Bypass, which provides road links to Norwich, Newmarket and Cambridge. The station is approximately 500m from the centre of town, Avenue Road. This is also where the nearest bus stop is located.

### Station

The station is managed by Greater Anglia and is a Category F1 Station (unstaffed).

The station is early Victorian (built in 1845) and has two platforms with buildings on both sides. There is parking and a taxi service to the front of platform 1, as well as a ticket machine. The station does not have ticket barriers.

There is ramped access to platform 1 and the footbridge provides stepped public access to platform 2. There is a dog grooming business occupying the building on platform 2.

Materially the station building has a façade of knapped flint and red brick with a slate roof. All windows are timber sash (painted white) and doors and fanlights are painted timber. Downpipes and hoppers are generally painted cast iron although there are some plastic elements to be found.



Above Greater Anglia network map extract



Above Site aerial image (Google Maps)

# 1. Introduction

## 1.3 Site Context



Above Site aerial image

# 1. Introduction

## The Station Masters House

The railway station was built in 1845 and a station master's house and office were built later in the 19th century.

In 1967, although remaining open for passengers, the station was de-staffed and the buildings closed.

In 1989, the original station building, and station master's office were converted into a restaurant and showroom, but since 2020 has been wholly a restaurant, while the station master's house became a private dwelling.

Historic England describes the building as having an “eclectic design” that successfully combines neoclassical detailing with “Norfolk vernacular tradition” and high-quality craftsmanship.



Above Station Masters House

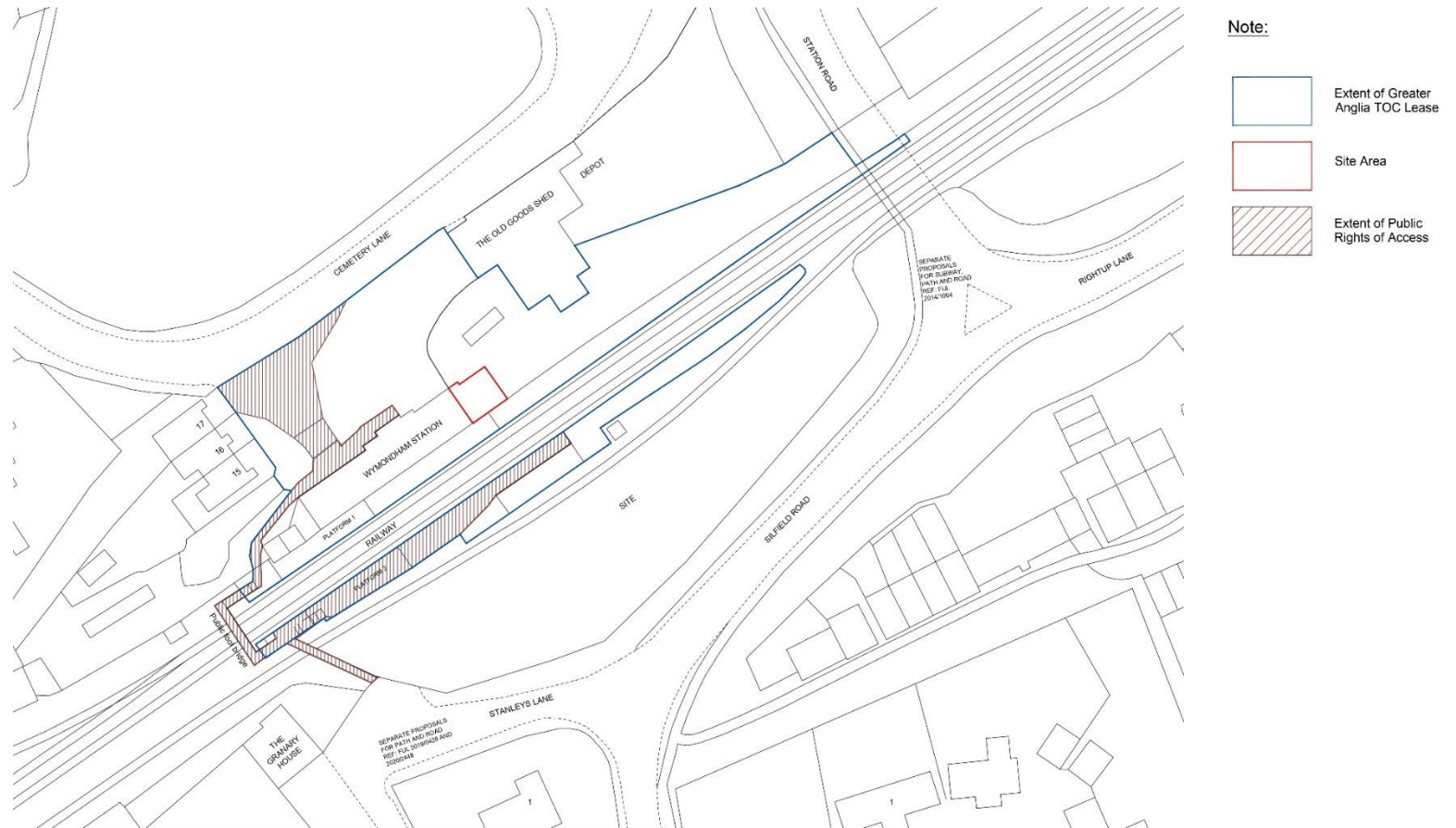


Above Station Masters House



# 1. Introduction

## 1.3 Site Lease Plan



Above Site OS Map and Lease Plan

# 1. Introduction

## Residential Accommodation Setting

The residential accommodation is located at the eastern end of the main station building. To the front of the building is a small station car park. To either side of the car park is the old goods shed (eastern end) and a small row of railway cottages. Much of the remaining building is occupied by the 'Station Bistro' restaurant.

The Bistro abuts the accommodation internally although both have separate entrances facing the car park. The entrance to the residential accommodation is through a vertical bar metal gate which also provides access to the Bistro beer garden and seating area featuring a model 'Thomas The Tank Engine'.

To the rear of the accommodation is a garden area (previously a railway siding) accessible to all. Platform 1 is to the rear of the station building. Both the kitchen and lounge have windows facing onto the platform.



Above Accommodation Entrance



Above Seating area/Thomas Tank Engine model



Above Bistro Restaurant



Above Railway Cottages

# 1. Introduction

## Bistro

The 'Station Bistro' restaurant occupies the main station building adjacent to the accommodation and is very popular. There is a corridor behind the main bar/serving counter that gives access to two rooms currently used as storerooms but may have once been waiting rooms. Where the corridor would have previously continued into the accommodation there is now a plasterboard wall built on the Bistro side. The full height glazed partition with integral access door is visible from the residential accommodation entrance lobby only.



**Above** Station Building (Arrow indicates historical link/corridor between the Bistro and Residential Accommodation. See photos (right) for existing relationship.



**Above** Main Bistro counter/serving area

**Left** Corridor wall Bistro side. No access to accommodation.



**Left** Corridor wall accommodation side. Full height glazed partition with access door.



**Above** Room adjacent to Kitchen – Bistro side

# 1. Introduction



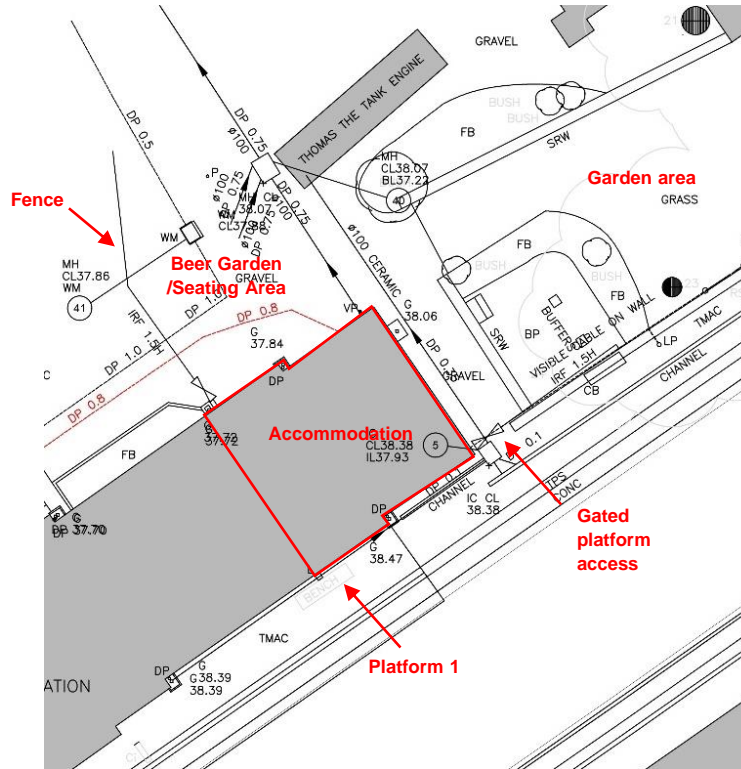
Above Towards residential accommodation



Above Fence to front door/seating area



Above Thomas the Tank Engine model



Above Residential accommodation immediate surrounds



Above Towards residential accommodation from garden area



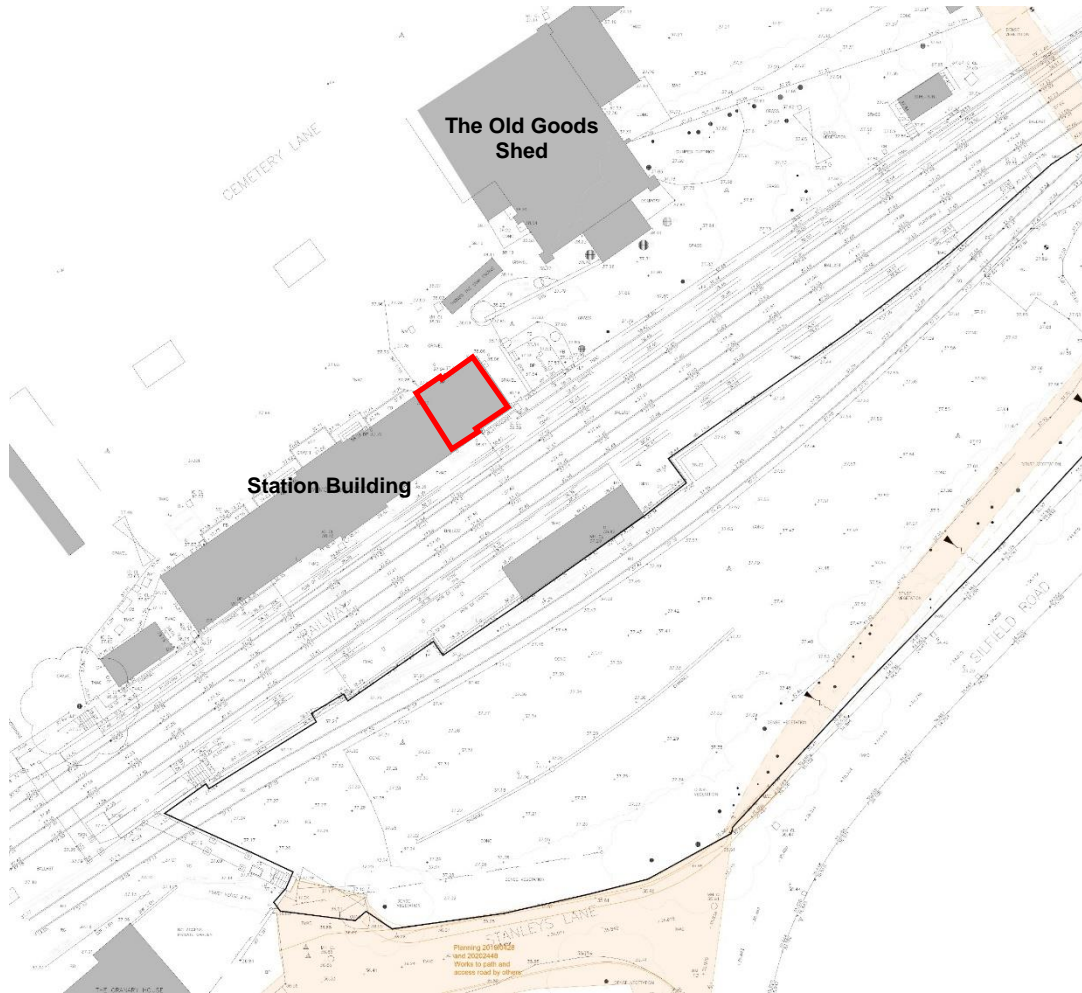
Above Towards residential accommodation from Platform 1



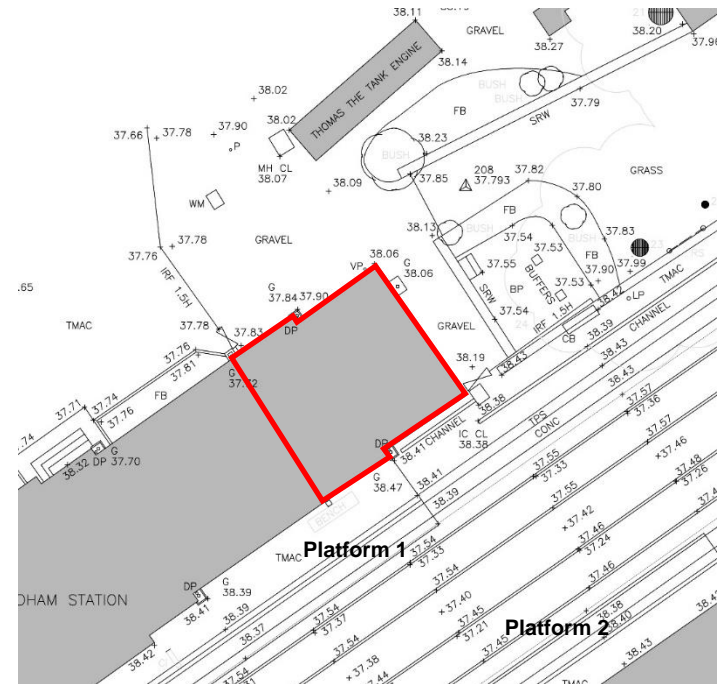
Above Towards residential accommodation from Platform 2

# 1. Introduction

## 1.3 Site Plan – Works Area



Above Existing Topography Site Plan



# 1. Introduction

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## 1.4 Listed Building

### Location

Statutory Address:

**Wymondham Station, Station Approach, Wymondham, Norfolk, NR18 0JZ**

The building or site itself may lie within the boundary of more than one authority.

County: **Norfolk**

District: **South Norfolk (District Authority)**

Parish: **Wymondham**

National Grid Reference: **TG1142000963**

### Summary

Railway station, built 1844-1845 for the Norwich and Brandon Railway Company (later the Norfolk Railway), including the addition of a station master's house and station master's office in the later C19 for the Great Eastern Railway Company. In 1988-1989 the original station building, and station master's office were converted into a restaurant and showroom, now (2020) wholly a restaurant, while the station master's house became a private dwelling.

### Reasons for Designation

The main station building at Wymondham Railway Station, built in 1844-1845 for the Norwich and Brandon Railway Company (later the Norfolk Railway), including the station master's house and station master's office added in the later C19 for the Great Eastern Railway Company, is listed at Grade II for the following principal reasons:

Architectural interest:

\* its eclectic design successfully combines neoclassical detailing with the Norfolk vernacular tradition of knapped flint and diaper pattern brickwork to create a building of high aesthetic quality; \* the use of labour-intensive building materials to a high standard demonstrates high-quality craftsmanship and the prestige that the Norwich and Brandon Railway Company afforded this rural station; \* for the survival of the majority of the original plan form, which remains clearly legible despite minor alterations in the late C20.

Historic interest:

\* as an early example of a station building built by a minor railway company during the heroic age of railway expansion;

\* the addition of a station master's house and station master's office in the later C19 illustrates its historic development from a small station by an early railway company into a larger station developed by the amalgamated Great Eastern Railway Company;

\* as a station on the Norwich and Brandon Railway (later the Norfolk Railway), whose connection with the Eastern Counties Railway to provide a through route from Yarmouth and Norwich to London, was a pivotal moment in the heroic age of railway building in England;

\* as a station serving a line engineered by Robert Stephenson (1803-1859) and George Parker Bidder (1806-1878), two eminent civil engineers who played a significant role in the development of the railway network throughout England.

Group value:

\* it has strong group value with an adjacent ensemble of railway structures, including a contemporary goods shed and terrace of railway workers' cottages (both listed Grade II) along with a signal box built in 1877 (listed Grade II). A K6 telephone kiosk (listed Grade II) standing immediately in front of the station adds further to this interest.

# 1. Introduction

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## 1.4 Listed Building (continued ....)

### Details

Railway station, built 1844-1845 for the Norwich and Brandon Railway Company (later the Norfolk Railway), including the addition of a station master's house and station master's office in the later C19 for the Great Eastern Railway Company. In 1988-1989 the original station building and station master's office were converted into a restaurant and showroom, now (2020) wholly a restaurant, while the station master's house became a private dwelling.

The late-C19 footbridge along with the station structures on platform 2, including the late-C19/early-C20 waiting room and the later-C20 platform canopy and screen wall, are not of special interest. MATERIALS: the main station building and its additions are of knapped flint with red and blue brick dressings, brick stacks and slate roofs. PLAN: the 1844-1845 station building, which stands on the north side of the tracks on platform 1, is rectangular-on-plan, aligned north-east to south-west, with a stationmaster's house and station master's office of later-C19 date at its north-east and south-west ends respectively. EXTERIOR: the principal elevation of the main station building, which faces north-west across a small forecourt, is 11-bays long in a 3:5:3-bay arrangement. It has a knapped flint façade with blue-brick diapering in a diamond pattern while red brick is used for the rusticated Gibbs-type window and door surrounds, the blocking course and the stone-coped parapet. The later-C19 station master's house and station master's office at the north-east and south-west ends respectively are both of two-bays with an almost identical architectural treatment apart from the diamond-shaped diapering to the station master's house which is of red brick. All windows, unless otherwise stated, are timber-framed horned sashes.

The central five-bay range, which has a slightly higher ridge line with two ridge stacks, projects with the middle three bays projecting further beneath a triangular-shaped gable to form a centrepiece. It has a tall, six-over-six sash at the centre flanked by slightly smaller and narrower two-over-two sashes. These are in turn flanked by entrance bays with half-glazed double doors accessed by stone steps with moulded wooden handrails with moulded newel posts with ball finials. The flanking three-bay ranges have four-over-four sashes to each bay except for the left-hand end bay which has a half-glazed wooden door. Within the gable there is a pointed relieving arch with its tympanum containing a late-C20 stone plaque which reads:

HISTORIC RAILWAY STATION / WYMONDHAM / RESTORED BY / DAVID A AINGER-TURNER / AND UNVEILED BY / ACTOR BILL PERTWEE / FOR THE ENJOYMENT OF ALL / ON THE 8 OCTOBER 1989. The later-C19 station master's house at the left-hand (north-east) end, which rises above the eaves line of the adjoining three-bay range, is of two bays with a tall, narrow, two-over-two sash to the left-hand ground-floor bay and a four-over-four sash to the right-hand first-floor bay. At the right-hand (south-west) end the later-C19 station master's office is also of two bays with four-over-four sashes to each bay. The platform elevation of the original station building, which has an identical architectural treatment to that displayed by the principal façade, is 13-bays long, but this time arranged in 5:5:3-bays. The five-bay centre range has a large, four-over-four sash flanked on each side by narrower, two-over-two sashes and half-glazed double doors. The five-bay range to its left-hand (south-west) side has four-over-four sashes to all but the fourth bay which has a half-glazed wooden door, while the three-bay range to the right-hand (north-east) side has four-over-four sashes to each bay. All but the two left-hand bays of this 13-bay range are spanned by a platform canopy supported by iron wall brackets with spandrels with pierced decorative scrollwork. The canopy itself has a scalloped valance, wood boarded soffit and a bituminous felt roof.

The station master's office at the south-east end, which has a lower ridge line than the adjoining five-bay range, is of three bays with an identical treatment to that of the original station building. Its diapering, however, is restricted to a single row of half-diamonds beneath the eaves of its two four-over-four horned sashes. At its left-hand end there is a half-glazed wooden door beneath a flat wooden hood with a scalloped valance. At the north-east end, the adjoining station master's house has a late-C20 rendered façade with a late-C20 horned sash to the ground floor and a blind first floor.

INTERIOR: the interior of the original station building was refurbished as a railway-themed restaurant in 1988 and the majority of its fixtures and fittings, including the seating, luggage racks and servery, are of a late-C20/early-C21 date. The wide floorboards are probably original, along with one cast-iron fireplace, while a second fireplace is a 1920s or 1930s replacement in an Art Deco style.

# 1. Introduction

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## 1.5 Planning History

- **FUL 2020/2248 | 04 Feb 2021 | Granted**

Discharge of condition 7 from 2019/0428 - Off-site highway improvement works

- **FUL 2019/0428 | 21 Oct 2020 | Granted**

Demolition of commercial building and replacement with 4 blocks of flats (total 21 dwelling units), demolition of Unit 13 and part Unit 12 and construction of an industrial unit (B2/B8). Outline planning permission for demolition of existing commercial units and erection of four industrial units (B2/B8) and 1 office unit (B1).

- **CAN 2018/2288 | 17 Oct 2018 | Granted**

T1 - Eucalyptus - fell leaning towards station asset and operational railway

- **FUL 2018/1689 | 27 Jul 2018 | Granted**

Rewiring of electrical supply and replacement and new lighting at train station

- **LBC 2018/1690 | 27 Jul 2018 | Granted**

Rewiring of electrical supply and replacement and new lighting at train station

- **LBC 2015/1349 | Mon 15 Jun 2015 | Granted**

Temporary removal of bridge span or treatment in situation dependent on degradation of steelwork. Stair treads and handrails to be repaired / replaced. Safety mesh (de-mountable) and increase in handrail height. No discernible difference to the appearance of the footbridge

- **FUL 2014/1064 | 28 Jul 2014 | Granted**

Provision of a new pedestrian and cycle subway under the existing Norwich to Cambridge railway line located between the existing Station Road underpass and Wymondham Railway Station. | Land West Of Station Road Wymondham Norfolk



## 2. Station History

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## 2. Station History

### 2.1 History

Wymondham Station opened on 30 July 1845 as one of six principal stations built by the Norfolk Railway (formerly the Norwich and Brandon Railway) on its line from Norwich to Brandon. From Brandon an onward connection to London was provided by a further new line built by the Eastern Counties Railway. A previous scheme to link Norwich and London was put forward by the engineers Robert Stephenson (1803-1859) and George Parker Bidder (1806-1878) in 1842, proposing a route via Wymondham, Brandon and Huntingdon to Bilsworth in Northamptonshire from where the London and Birmingham Railway (L&BR) would provide a connection to the capital.

However, after the Northampton and Peterborough Railway (promoted by the L&BR) received Royal Assent on 4 July 1843 for a new line from Bilsworth to Northampton and Peterborough, the promoters of the Norwich to Brandon railway had to reconsider their options. Concerned about opposition from other railway companies, they relented to take their line no further than Brandon in Suffolk, from where a new connection to London could be provided. Negotiations subsequently took place with the two companies who could facilitate this, with the Eastern Counties Railway (ECR) proposing a line from Brandon to Colchester via Thetford and Bury St Edmunds, while the Northern and Eastern Railway (N&ER) suggested a route via Ely, Cambridge and Newport to join their line at Bishop's Stortford.

The Prospectus of the Norwich and Brandon Railway (N&BR) was published early in 1843, with Stephenson and Bidder named as chief engineers. The necessary capital of £380,000, divided into 19,000 shares at £20 each, was raised by the following November, with notice of an application to Parliament being given in the same month. On 2 December, at a county meeting in Norwich, attended by the principal landowners, agriculturalists and merchants of the district, resolutions were passed unanimously approving the project. However, prior to the meeting, with an agreement being reached on 25 October whereby the entire N&ER network would be leased and managed by the ECR for 999 years, doubts were raised as to whether the proposed connection at Brandon would be built. The attendees were placated by the Chairman of Directors of the ECR who confirmed that either the N&ER or the ECR line would be extended to Brandon.



Above Wymondham Station 1906



Above Towards Wymondham Station from Norwich

## 2. Station History

### 2.1 History (continued ...)

The Norwich and Brandon Railway Bill received Royal Assent on 10 May 1844, while a further Act passed on 4 June gave the ECR permission to extend their line from Newport, to where they had extended the line from Bishop's Stortford since the start of the year, to Brandon via Cambridge and Ely. In August the major shareholders of the N&BR held several meetings to consider whether they should consolidate with the Yarmouth and Norwich Railway (which had opened on 1 May 1844) to establish a direct service from the Norfolk coast to London. Following approval in September, the two companies were merged by an Act passed on 30 June 1845, with the title Norfolk Railway being assumed by the combined undertaking.

Work on the Norwich and Brandon Railway commenced in a field near Wymondham on 17 May 1844, just seven days after receiving Royal Assent. An eloquent account of its development, along with those involved, was recorded in a special supplement to the Norfolk Chronicle published on 2 August 1845. Along with reaffirming Stephenson and Bidder as the chief engineers, it states that Mr Bartlett (Norwich to Attleborough) and Mr Roth (Attleborough to Bandon), assisted by Mr Murphy, were the resident engineers, while Messrs Grissell and Peto were the main building contractors. Mr Merrit was the general contractor for the building of the line, bridges and other similar structures, while Mr Golding (Norwich to Spink's Lane), Mr Greenhill (Spink's Lane to Eccles) and Mr Warton (Eccles to Brandon) were his superintendents.

Although Mr Charles Thomas Lucas (1820-1895) is named as the general superintendent for the building of all the stations and crossing lodges, the supplement does not record the names of any architects who might have designed these structures. Along with Wymondham, principal stations were also built at Norwich, Trowse (closed 1939, re-opened and closed 1986), Attleborough, Thetford and Brandon. Five intermediate stations were constructed at Hethersett (closed 1966), Spink's Lane (closed November 1845), Spooner Row, Eccles Road and Harling Road.



**Above** Towards Wymondham Station from Norwich : Before canopy reduction



**Above** Towards Wymondham Station from Norwich : After canopy reduction (Note rendered station building wall)

## 2. Station History

### 2.3 History (continued ...)

Even though the Norwich and Brandon Railway was open in July 1845, Messrs Grissell and Peto, the contractors of the line from Newport to Brandon, were not scheduled to complete the Cambridge to Brandon section until November 1845, and that from Newport to Cambridge until July 1846. However, a concerted effort from all those involved resulted in the line from Norwich to London opening throughout on 30 July 1845. Norwich was initially served by Trowse Station pending the completion of a swing bridge across the River Wensum. Following the bridge's ceremonial opening on 11 December, through services from Norwich Thorpe Station to Shoreditch Station (later renamed Bishopsgate) commenced four days later.

At the time of opening Wymondham Station consisted of a single-storey station building, aligned north-east to south-west, on the north side of the railway (platform 1) and a platform shelter on the south side (platform 2). A contemporary goods shed (listed Grade II) and terrace of three railway workers' cottages (listed Grade II) completed the complex. The station's subsequent development is depicted on successive Ordnance Survey 25 inch maps, with the first edition map of 1882 showing extensions at the north-east and south-west ends of the main station building, now identified as a station master's house and station master's office respectively, along with the addition of a footbridge (not of special interest).

By the time the second edition map was published in 1906, the station building on platform 1 had been equipped with a wall-bracketed platform canopy while the original platform shelter on platform 2 had been replaced with a larger waiting room (not of special interest), again with a wall-bracketed platform canopy, along with a second structure standing to its immediate south-west. A photograph taken in 1910 shows this to be a wooden newspaper kiosk protected by a timber platform canopy. In the same photograph the footbridge is depicted as having a canopy.



Above Towards accommodation from Platform 1



## 2. Station History

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### 2.3 History (continued ...)

Although successive OS maps depict little change to the station's footprint, a photograph taken in the 1950s shows that the newspaper kiosk on platform 2 had been replaced with a new wooden kiosk and the two separate platform canopies had been replaced with a single canopy (not of special interest).

On 6 March 1967, although remaining open for passengers, the station was de-staffed and the buildings closed. By 1970, as shown on the fifth edition OS map, the original station building had become a 'works', although the exact nature of the industrial activity is not known.

In 1988-1989, David Turner, a local businessman and railway enthusiast, leased the station from British Rail and converted the former buffet into the 'Brief Encounter Refreshment Room and Restaurant' and the adjoining waiting room into a piano showroom. The former waiting room (not of special interest) on platform 2 was sub-let to a local building company before becoming a beauty salon.

Following David Turner's retirement in 2011, the catering business continued under a new lessee as the 'Station Bistro', while the former waiting room (not of special interest) on platform 2 has now (2020) become a pet grooming salon.

In 2016 the footbridge (not of special interest) was refurbished by Dura Composites in partnership with Abellio Greater Anglia. This included the replacement of all the timberwork forming the deck and staircases with Fibre Reinforced Plastic (FRP), with additional handrails also being fitted to the staircases.



Above Wymondham Station



Above Towards Platform 1 from Platform 2

### 3. Photographs : Prior to Strip-Out

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Contained on the following pages are record photographs of the premises prior to any works being undertaken.

### 3. Photographs : Prior to Strip-Out

#### 3.1 External



Above Front Elevation



Above Front Door



Above End Elevation



Above Front Elevation Window and brickwork 'diapering' within 'knapped flint'



Above Platform Elevation



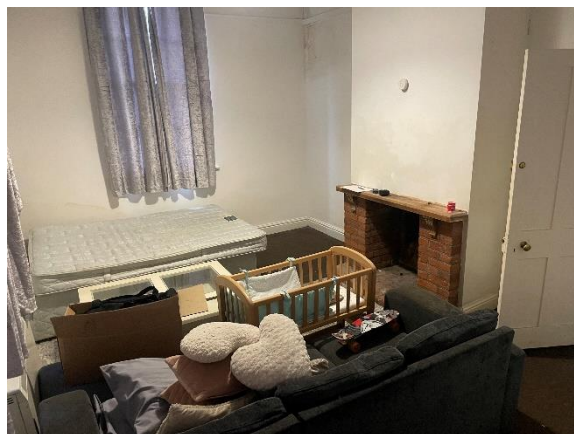
Above Platform Elevation Window

### 3. Photographs : Prior to Strip-Out

#### 3.1 Ground Floor Interior : Prior to Strip-out



Above Lounge



Above Lounge



Above Lounge



Above Front door



Above Towards kitchen



Above Kitchen



Above Kitchen



### 3. Photographs : Prior to Strip-Out

#### 3.1 First Floor Interior : Prior to Strip-out



Above Bathroom



Above Bathroom



Above Bathroom



Above WC



Above Bedroom



Above Bedroom

## 4. Soft Strip Out Works

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## 4. Soft Strip Out Works

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### Soft Strip-Out Works (already completed)

#### Removal of kitchen and bedroom ceilings:

Existing ceiling was in a very poor state and was deemed to be hazardous and possible collapse, this was due to constant water ingress either from defective roof coverings or water supply pipework. We also required access to the loft area above as no loft access was available for surveys or inspection.

#### Removal of existing kitchen timber floor:

This was also in very poor condition and was rotten in several areas, mainly under the sink and washing machine areas. This was also covering the tiled hearth section of the existing fireplace.

#### Removal of section of entrance area wall:

Both the top and bottom areas of this wall were damp, it showed signs of rising damp and damp from loose flashing around the chimney stack.

#### Removal of internal plaster to bedroom wall:

Most of the render/plaster to this wall was in very poor condition and come off very easy due to water ingress over the years. This was due to the crakes in the platform elevation external wall render.

Cut inspection internal pockets in existing external walls: This was to facilitate damp survey/inspection to establish previous make up and the construction of the walls which are below external ground level.

#### Removal of existing M&E services:

On completion of a full survey test and inspection both systems were deemed non-compliant.

#### Windows:

Existing wooden sash windows were in a poor state of repair both internally and externally and many were painted shut or unable to be opened. Windows were removed if necessary and new timber scarfed into existing. Windows were then painted and recorded then rehung.

#### Floors:

Removal of floor finishes.

#### Kitchen:

Removal of kitchen units. Uncovering of original fireplace (boarded).

#### WC & Bathroom

Full strip out of all sanitary ware and wall finishes.

## 5. Photographs : Post Soft Strip Out

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Contained on the following pages are record photographs of the premises post strip out.

## 5. Photographs : Post Soft Strip-Out

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### 5.1 Exterior : Post Strip-out



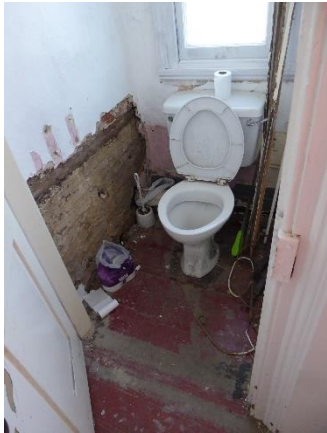
Above Reduced ground level : Front Elevation



Above Reduced ground level : Exposed Manhole Cover

# 5. Photographs : Post Soft Strip-Out

## 5.2 Upper Floor Interior : Post Strip-out



Above WC



Above Bathroom



Above Bathroom



Above Bathroom



Above Bedroom



Above Bedroom



Above Bedroom



Above Bedroom



Above Bathroom

# 5. Photographs : Post Soft Strip-Out

## Hall and Lobby



Above Front door (inside)



Above Lobby 1



Above Lobby 2



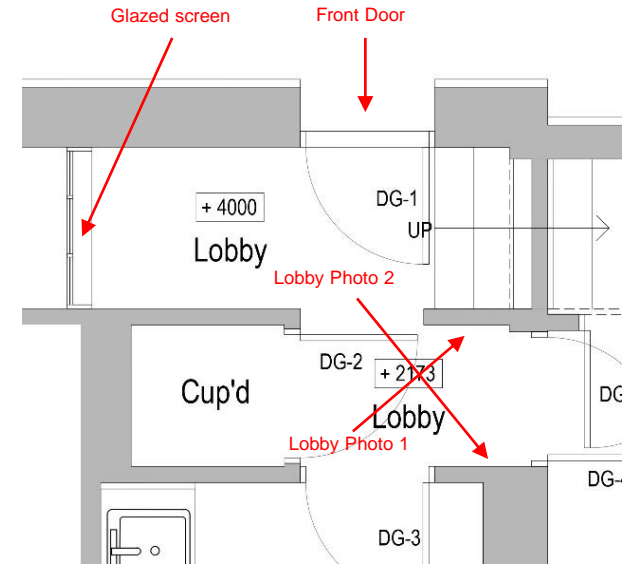
Above Glazed screen



Above Glazed screen



Above Glazed screen



# 5. Photographs : Post Soft Strip-Out

## Kitchen



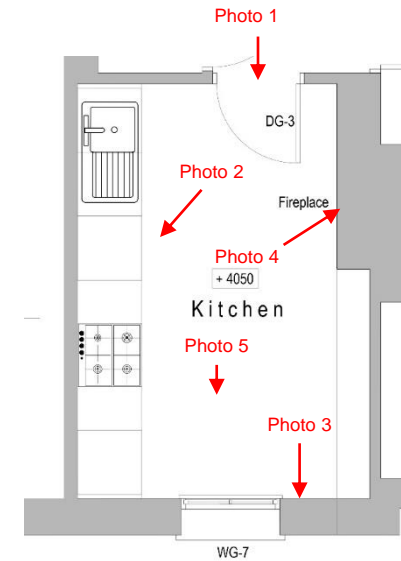
Above Kitchen Pre strip-out. Raised floor. Photo 1.



Above Kitchen Pre strip-out. Photo 2.



Above External wall trial hole. Photo 3.



Above Original window Post strip-out (previously boarded up). Photo 4



Above Ceiling Post strip-out. Photo 5.



# 5. Photographs : Post Soft Strip-Out

## Lounge



Above Photo 1.



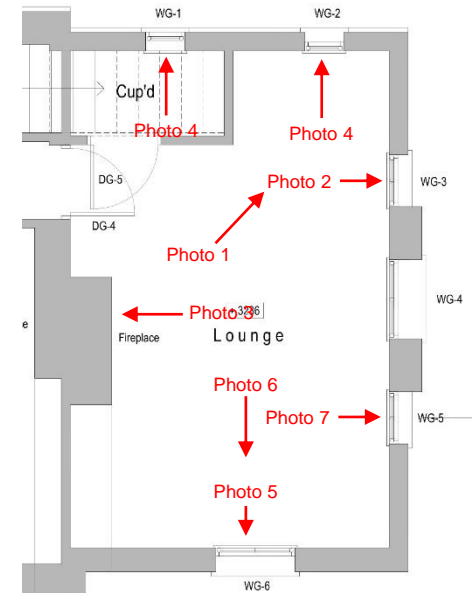
Above Photo 2.



Above Photo 3.



Above Photo 4.



Above Photo 5 (Window WG-2 Pre Strip-Out)



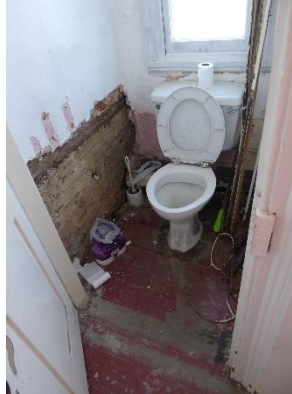
Above Photo 6.



Above Photo 7.

# 5. Photographs : Post Soft Strip-Out

## WC & Bathroom



Above Photo 1.



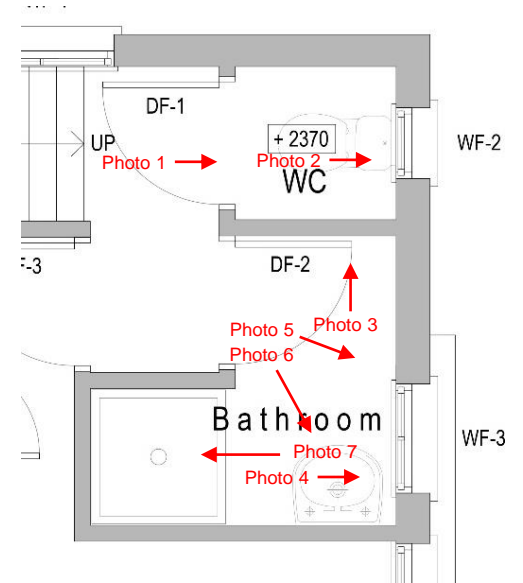
Above Photo 2.



Above Photo 3.



Above Photo 4. Showing existing vent.



Above Photo 5.



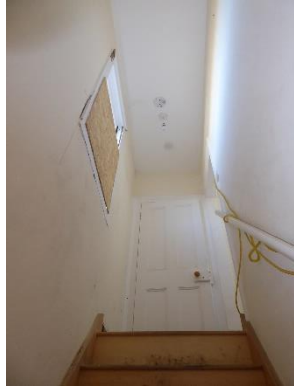
Above Photo 6.



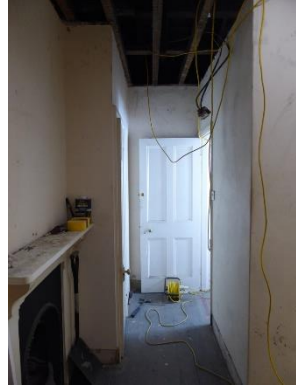
Above Photo 7.

# 5. Photographs : Post Soft Strip-Out

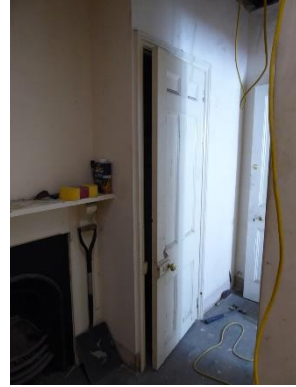
## Bedroom & Landing



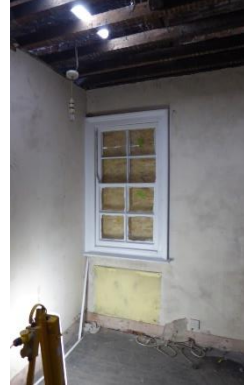
Above Photo 1.



Above Photo 2.



Above Photo 3.



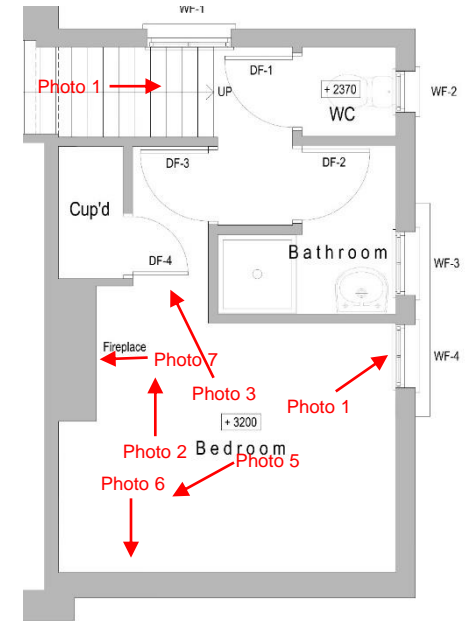
Above Photo 5.



Above Photo 6.



Above Photo 7.



## 6. Proposed Works

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# 6. Proposed Works

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## 6.1 Scope of Works

### External

- External ground levels lowered to 150mm below internal floor level where possible.
- Replace existing roof tiles
- Replace existing gutters and downpipes
- Replace existing soffit and barge boards as necessary
- Repoint chimney stacks, pots, flaunching and flashings
- New timber front door and fanlight over
- Repoint damaged areas between flint and bricks

### Internal General Works

- All external walls to be fitted on inside face with insulated, breathable lining system.
- All walls to have new picture rails fitted where the original picture rails are removed to fit insulation.
- Install new ceilings above all rooms on the first floor.
- New loft insulation.
- All rooms - Walls to be stripped back to brick and or repaired where necessary. Re rendered/ plastered.
- All rooms – Skirting to be removed and or repaired (where necessary) and finished surfaces to be painted.
- Apply 6.00mm ply overlay to existing wooden floorboards  
New flooring to be installed throughout.
- New kitchen units and white goods.
- New WC and Bathroom – including WC, shower and wash hand basin.
- New fire rated wall and partially ceiling (kitchen, electrical cupboard and entrance lobby areas) to provide 60 mins compartmentation between dwelling and Bistro.

## 6. Proposed Works

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### 6.1 Scope of Works (continued ...)

#### Windows

- Repair/overhaul all defective windows to ensure all windows are in good working order.
- Install openable secondary glazing to all windows.
- Repair/overhaul all defective doors and architraves.

#### Kitchen Works

- Remove and dispose existing kitchen cabinets and replace, supply and install new including white goods.
- Supply and install wall tiling.
- Remove existing vinyl floor then apply 6.00mm ply overlay to existing floor. New vinyl flooring.
- Original fireplace uncovered during 'soft-strip' works to be cleaned and left uncovered.

#### Bathroom Works

- Remove and dispose existing sink, toilet and shower cubicle and associated pipework
- Hack off and dispose existing tiling and make wall surface good ready for supply and install of new tiling.
- Supply and install new sink, toilet and shower cubicle and tiles. New tiles and porcelain goods TBC.

#### Mechanical and Electrical Works

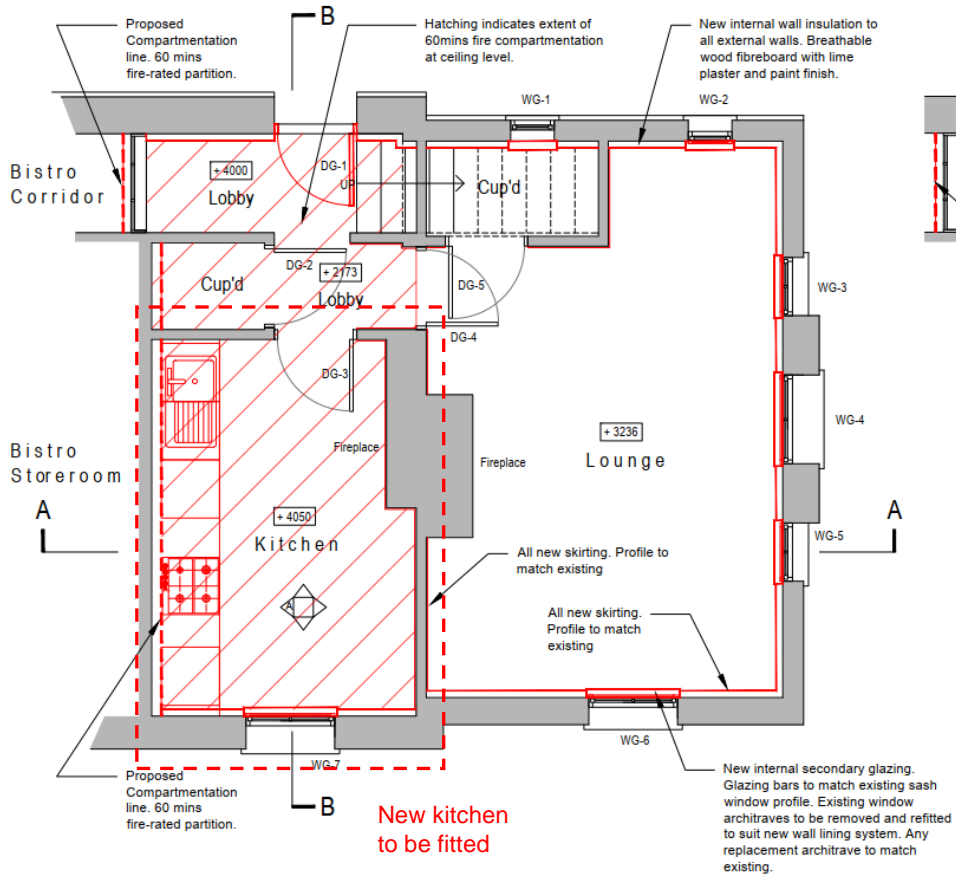
- All new electrical works to be made compliant to BS7671 18th ed.
- Install a system of LOT20 compliant fan assisted storage heaters of appropriate size in each habitable room (Bedroom and Living Room and hallway) and suitable heaters.
- Replace socket outlets, light switches, shower switch, cooker switch
- New rental property compliant Fire Alarm detectors / systems to be fitted
- Supply and install new mechanical extract ventilation to the kitchen and bathroom, controlled via the light switch and humidistat.

#### Plumbing Works

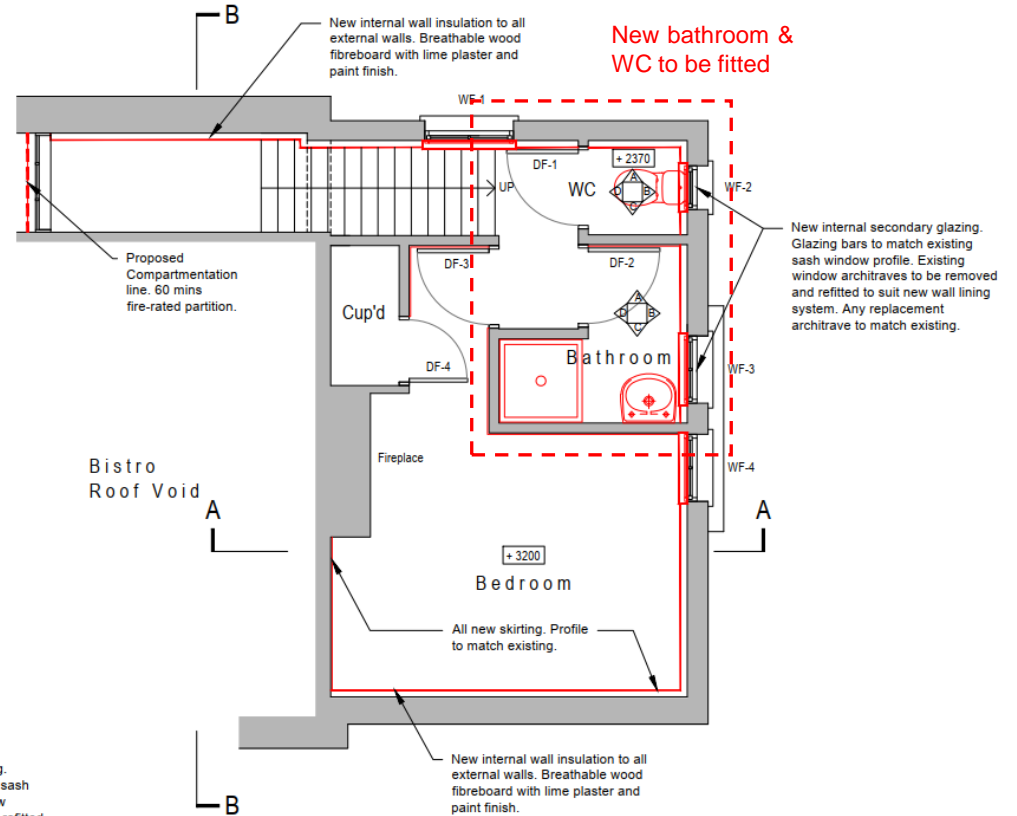
- Remove all dead legs associated to the system,
- Where systems are tank fed, remove the tanks and convert to mains feed.

# 6. Proposed Works

## Floor Plans



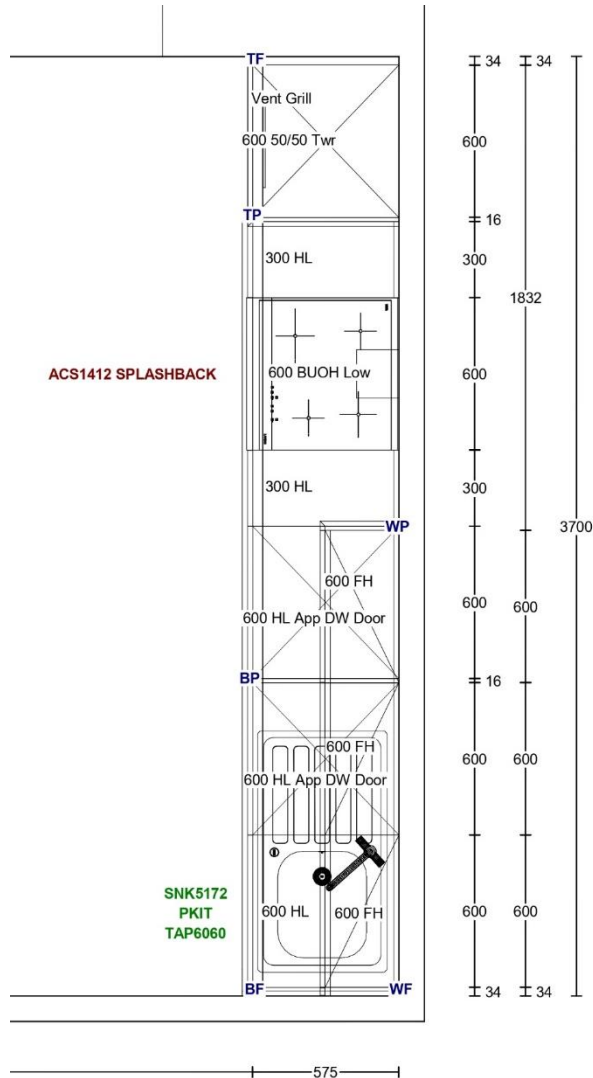
01 Ground Floor Plan  
Scale 1:25



02 First Floor Plan  
Scale 1:25

# 6. Proposed Works

## Proposed Drawings : Kitchen

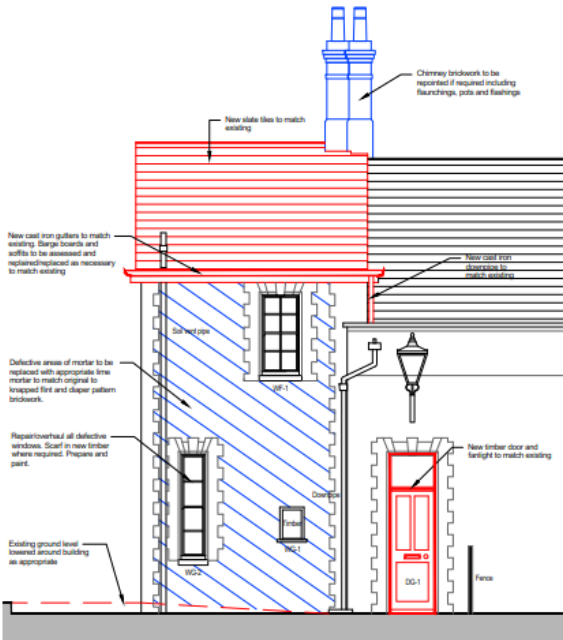


Above Proposed Kitchen Front Elevation

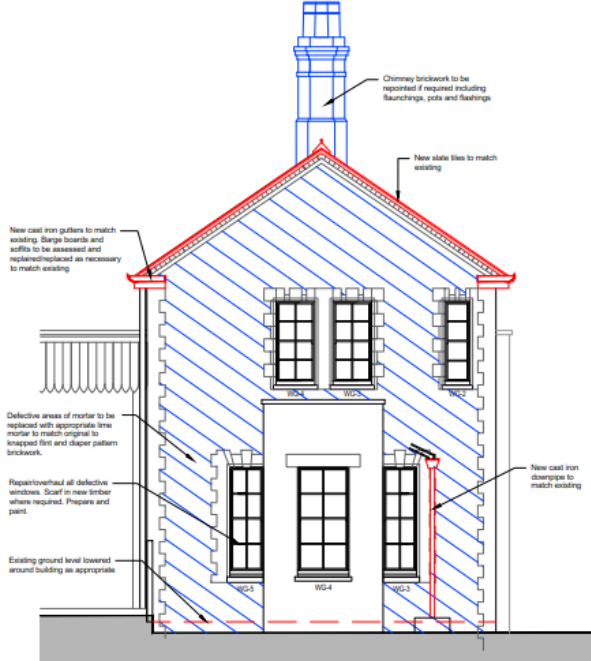


# 6. Proposed Works

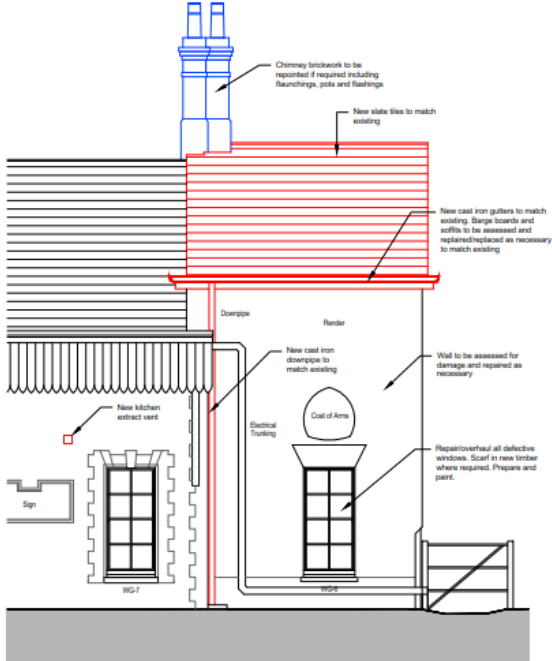
## Elevations



03 Front Entrance  
Scale 1:50



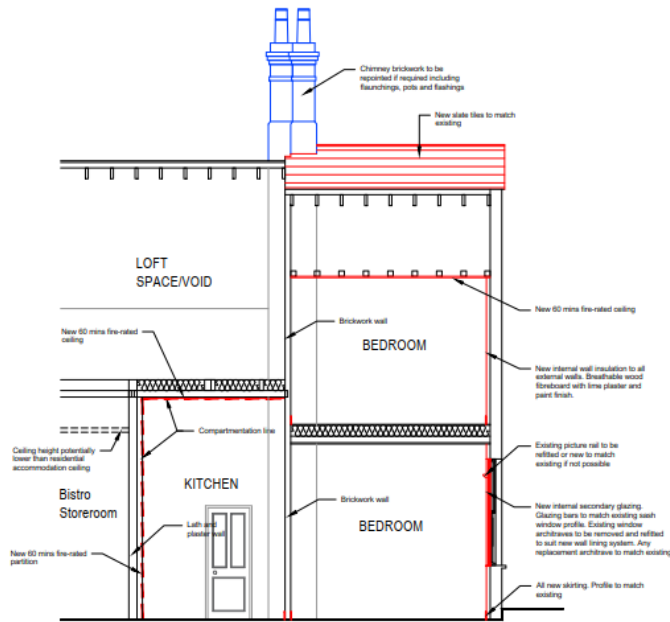
04 End Elevation  
Scale 1:50



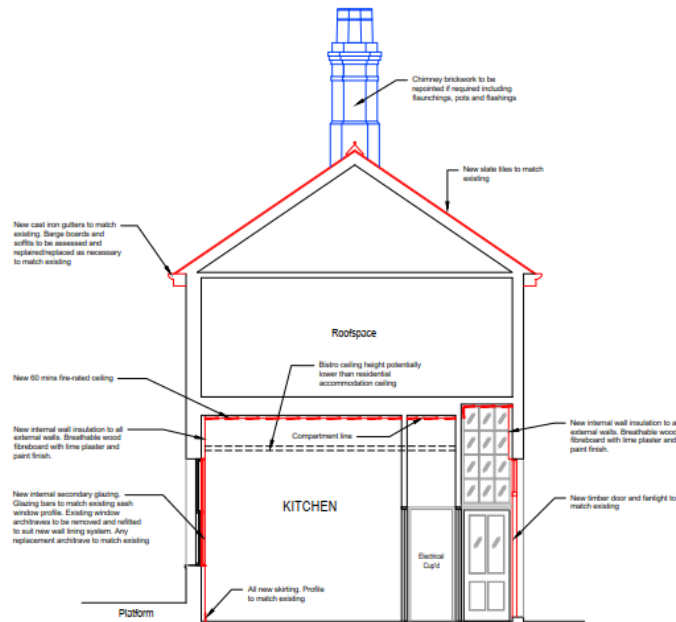
05 Trackside Elevation  
Scale 1:50

# 6. Proposed Works

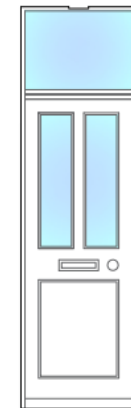
## Section & Door Schedule



06 Section A-A  
Scale 1:50



07 Section B-B  
Scale 1:50



**Notes:**  
 Door REF: DG-1  
 Existing opening to be site measured prior to manufacture  
 Painted timber door and fanlight over to match existing.  
 Double glazed vision panels and fanlight.  
 Door to have 3 point locking system and Euro profile door handle furniture  
 Draught seals to door. Accessible threshold bar. Solid arch infill over.

07 Door Schedule  
Scale 1:20

## 7. Impact Assessment

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# 7. Impact Assessment

## 7.1 Impact of the proposed works on Listed Building

### External

- External ground levels lowered to 150mm below internal floor level where possible:
  - *No adverse impact – exposes original knapped flint and diaper brickwork and reduces moisture level around building.*
- Replace existing roof tiles:
  - *Replace existing roof tiles with new slate tiles on a like for like basis to match existing.*
- Replace existing gutters and downpipes:
  - *All existing cast iron rainwater pipes and gutters replaced with new cast iron rainwater pipes and gutters to match existing. Colour: Black.*
- Replace existing soffit and barge boards as necessary:
  - *All existing timber soffit and barge boards to be assessed upon closer inspection. If required damaged boards are to be replaced with new timber boards to match existing otherwise, existing boards to be prepped and painted. Colour: White.*
- Repoint chimney stacks, pots, flaunching and flashings:
  - *New mortar to match existing.*
- New timber front door and fanlight over:
  - *New timber doorset and fanlight to replicate existing door and fanlight. New fanlight to be glazed (clear glass) to replicate original station building.*

- Repoint damaged areas between knapped flint and diaper pattern bricks:
- *Improvement. Damaged areas of mortar between knapped flint be repaired using traditional lime mortar.*



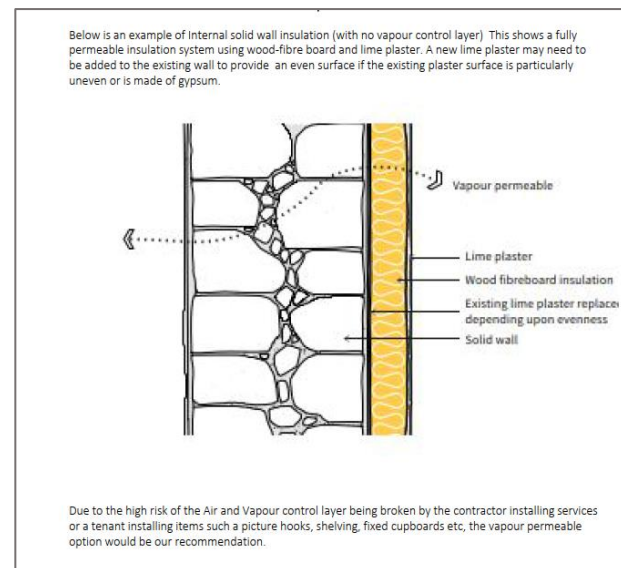
**Above** Areas of badly repaired mortar to knapped flint to be repaired using heritage lime mortar

# 7. Impact Assessment

## Internal General Works

- All external walls to be fitted on inside face with insulated, breathable lining system.
- *Minimal Impact, negligible architectural features to address. Improved thermal insulation using a breathable insulating system (detail right). Small increase in wall thickness on inside face. Walls prepared and painted. Colour: TBC.*
- All walls to have new pictures rails fitted where the original picture rails are removed to fit insulation.
- *Re-use existing picture rails if possible. If not new picture rails to match existing.*
- Install new ceilings above all rooms on the first floor.
- *Plasterboard ceiling boards to replace original lath and plaster ceilings (bathroom and bedroom). Prepared and painted. Colour: White.*
- New loft insulation.
- *No adverse impact. Improved thermal insulation.*
- All rooms - Walls to be stripped back to brick and or repaired where necessary. Re rendered/ plastered.
- *No adverse impact. New plaster finish to match existing. Prepared and painted. Colour: TBC.*
- All rooms – Skirting to be removed and or repaired/replaced to match existing (where necessary) and finished surfaces to be painted.
- *No adverse impact. New skirting height and profile to match existing. Prepared and painted. Colour: White.*
- Apply 6.00mm ply overlay to existing wooden floorboards
- New flooring to be installed throughout.
- *No adverse impact.*
- New kitchen units and white goods.
- *No Impact. Kitchen layout similar to existing.*

- New WC and Bathroom – including WC, shower and wash hand basin.
- *No Impact. WC & bathroom layout similar to existing.*
- New fire rated wall & ceiling construction to provide 60 minutes compartmentation between dwelling and Bistro.
- *Minimal Impact. Shaftwall built on dwelling side is freestanding and has minimal impact on existing features and allows existing glazed screen and door to remain. Acceptable minor reduction in room size to provide Approved Document B requirement compartmentation.*



Above Insulated wall lining detail

# 7. Impact Assessment

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## Windows

- Repair/overhaul all defective windows to ensure all windows are in good working order.
  - *No adverse impact*
- Install openable secondary glazing to all windows.
  - *Minimal Impact. Secondary glazing to mimic the horizontal (and vertical if necessary) existing sash window frames and glazing bars. Required to address condensation/air tightness. Colour: White.*
- Repair/overhaul all defective door and window architraves.
  - *Minimal Impact. Any new door or window architrave to match original profile.*

## Kitchen Works

- Remove and dispose existing kitchen cabinets and replace, supply and install new including white goods.
  - *No adverse impact.*
- Supply and install wall tiling.
  - *No adverse impact.*
- Remove existing vinyl floor then apply 6.00mm ply overlay to existing floor. New vinyl flooring.
  - *No adverse impact.*
- Original fireplace uncovered during 'soft-strip' works to be cleaned and left uncovered.
  - *No adverse impact.*

## Bathroom Works

- Remove and dispose existing sink, toilet and shower cubicle and associated pipework
  - *No adverse impact.*
- Hack off and dispose existing tiling and make wall surface good ready for supply and install of new tiling.
  - *No adverse impact.*
- Supply and install new sink, toilet and shower cubicle and tiles. New tiles and porcelain goods TBC.
  - *No adverse impact.*

# 7. Impact Assessment

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## Mechanical and Electrical Works

- All new electrical works to be made compliant to BS7671 18th ed.
- *No adverse impact, improvement and update of services to current regulations.*
- Install a system of LOT20 compliant fan assisted storage heaters of appropriate size in each habitable room (Bedroom and Living Room and hallway) and suitable heaters.
- *No adverse impact, improvement – more efficient heating system.*
- Replace socket outlets, light switches, shower switch, cooker switch
- *No adverse impact, improvement and update of services to current regulations.*
- New rental property compliant Fire Alarm detectors / systems to be fitted
- *No adverse impact, improvement and update of services to current regulations.*
- Supply and install new mechanical extract ventilation to the kitchen and bathroom, controlled via the light switch and humidistat.
- *No adverse impact, improvement and update of services to current regulations.*

## Plumbing Works

- Remove all dead legs associated to the system,
- *No adverse impact, improvement and update of services to current regulations.*
- Where systems are tank fed, remove the tanks and convert to mains feed.
- *No adverse impact, improvement as reduced loading on timber roof joists as no cold water storage tank required.*

## 8. Conclusion

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## 8. Conclusion

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### External

The external facades of the station building/residential accommodation will remain unaltered after the proposed works, exceptions being the following:

- New front door and fanlight over
- Roof tiling
- New rainwater goods and associated barge/soffit boards
- Horned sash windows
- Replacement of damaged render
- Vent – station platform elevation

Of the above, the front door/fanlight and roof tiles will be replaced with materials and finishes matching the originals. Rainwater goods and barge/soffit boards (if required) likewise. Any changes to the render will be completed in heritage lime mortar and will replace areas of previous substandard repair work (concrete patching etc).

The existing windows will be repaired (new wood scarfed into original as required) and painted. All can be seen as an improvement on existing conditions and not harmful to the existing building envelope either aesthetically or physically.

The new vent extract grille on the platform elevation is required to regulate air flow in the kitchen during the cooking process and prevent the build-up of moisture in the kitchen. The vent will be white in colour to match the existing wall render. The impact will be minimal.

We believe the proposals respect the listed building heritage of the Station Building & Station Masters Office and do not adversely impact the 'Principal' reasons for Listing.

Although a damp survey has been undertaken we have not recommended the use of chemical injection damp proofing.

The whole process can largely be seen as hit and miss affair and not a total cure. We would suggest this is only considered if all of the other available measures to address the damp issue are unsuccessful. damp . You should only ever consider a chemical damp-proof course to be a prohibitive measure against rising damp and not a total cure.

The injection system is subject to many issues that cannot be easily or effectively calculated. The amount of fluid to be injected is dependant/affected by the form of construction and older historic buildings more often contain voids and gaps in their construction that are not visible, making the application hard if not impossible to substantiate it has been distributed evenly and throughout the wall construction.

## 8. Conclusion

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### Internal

There are a very limited number of internal original features within the residential accommodation:

- Horned sash windows and architraves
- 3no. fireplaces
- Original doors and architraves
- Picture rails/skirting boards
- Glazed screen and door between accommodation and bistro
- Fire wall/partition

The sash windows have been repaired internally and painted and recorded so they are all operational. The proposed new secondary glazing will be designed to match the profiles of the existing windows and therefore not be seen from outside. The newly exposed fireplace in the kitchen will be cleaned and left exposed whilst the other two will be cleaned.

Architraves to doors will remain and be decorated whilst window architraves and wall picture rails will be carefully removed to accommodate the new internal wall insulation and be replaced if possible. If new architraves and picture rails are required these will replicate the original profile. New skirting boards will also replicate the 'ogee' profile skirting boards removed during the soft-strip process.

It is proposed the glazed screen will remain unaltered. It is considered the proposals minimally impact the building internally and any alterations are considered necessary to bring the residential accommodation up to modern living standards.

The fire wall/partition creates a 60 minute fire compartment shaftwall and Shaftceiling between the residential dwelling and bistro. The new shaftwall adds an additional thickness to the existing lath and plaster separating wall between the residential dwelling and bistro. Once plastered and painted this new partition will be indistinguishable from the existing wall and will not compromise the kitchen area.

It is proposed to locate the new fire shaftwall on the bistro side of the glazed screen/door located between the entrance lobby and Bistro. This will replace the existing plasterboard partition already there and will not damage/compromise the original glazed screen and door and the glazed screen will remain unaltered.

It is considered that although the proposals will affect the internal layout of the residential accommodation the impact will be minimal whilst the alterations are considered necessary to bring the residential accommodation up to modern living/safety standards.

## 8. Appendix

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## 8. Appendix

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### Appendix – supporting documentation

This Design & Access Heritage Statement should be read in conjunction with the following separate support documents:

- Greater Anglia Inspection Report Residential Flat (*ref: Inspection Report Wymondham Station Residential Flat.pdf*)
- T&G Damp & Timber Letter/report on rising damp (*ref: Wymondham Stn House 4282Aw.pdf*)
- T&G Damp & Timber Drawing in support of the above letter/report (*ref: Wymondham Stn House Dwg 4282Aw.pdf*)