

Chippenham Railway Station

– Repairs and refurbishment works and canopy cutbacks

*Application for Listed Building Consent - Supporting
Statement*

Date: December 2025
Ref: TCP/24/132/00001 B01



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1 Introduction

- 1.1 This Supporting Statement accompanies an application for Listed Building Consent for a coordinated package of repairs, refurbishment works and canopy cutbacks at Chippenham Railway Station, Cocklebury Road, Chippenham. The station, its entrance building and platform canopies are Grade II listed and form an important part of the historic railway heritage of the Great Western Main Line.
- 1.2 These works are based on detailed structural inspections, engineering assessments and approved Form G and Form B design certificates prepared by Mott MacDonald and Octavius Infrastructure (2024–2025). The proposals address essential structural repairs to the station building roof, significant deterioration in the canopies to Platforms 0, 1 and 2, and operationally required canopy cutbacks to provide compliant clearances for railway infrastructure and future electrification.
- 1.3 The proposed interventions are necessary to ensure the station remains safe, structurally resilient and operationally fit for purpose, while preserving and reinstating its historic features in accordance with heritage conservation best practice.
- 1.3 This station is as Grade II Listed in 1978 and alterations to the station require Listed Building Consent. As such Network Rail has prepared an application for Listed Building Consent to seek approval for the proposed works.
- 1.4 This Supporting Statement gives a summary and assessment of policy, heritage and design and access. It is divided into the following sections:
 - ▮ site description, historical context and background;
 - ▮ proposed development;
 - ▮ planning policy framework;
 - ▮ assessment of the proposals; and
 - ▮ conclusion.

2 Site Description, Historical Context and Background

Site Description

- 2.1 The application site comprises Chippenham Railway Station which is situated in the centre of Chippenham. The site is located within the administrative boundary of Wiltshire Council. The station is managed by Great Western Railway.
- 2.2 Chippenham Railway Station is located between Swindon and Bath Spa Railway Stations, the rail corridor is orientated southwest to northeast.
- 2.3 Chippenham Railway Station is designated Grade II Listed by Historic England. The Station is on the Great Western Main Line at 93 miles and 76 chains. The site is also within the Chippenham Conservation Area.
- 2.4 The Station has two platforms that are in use, the platform by the main entrance is disused. There are two pedestrian footbridges at the station with passenger lift shafts.
- 2.5 Chippenham Railway Station lies on the Great Western Main Line between Swindon and Bath Spa. Originally opened in 1841 to designs by I. K. Brunel and significantly remodelled in 1856–58 by Rowland Brotherhood, the station comprises:
 - A single-storey limestone ashlar entrance building with hipped slate roof and moulded chimneys;
 - Cast-iron railings and decorative fascias;
 - Platform canopies of historic iron and timber construction;
 - Associated listed features including a K6 telephone kiosk and former British Rail office.
- 2.6 The site lies within the Chippenham Conservation Area. Its listed status is principally derived from its intact external form, Brunelian/19th-century character and architectural detailing. Any works must therefore demonstrate a clear heritage justification and minimise impact on the significance of the asset.

Figure 1: Aerial View of Chippenham Railway Station



Historical Context

- 2.7 Chippenham Railway Station is Grade II listed and was first listed on 22 June 1978. The station was built to IK Brunel's design and opened in 1841. With the building of additional branch lines, the original station was redesigned in 1856-58 by the engineer Rowland Brotherhood to provide extra capacity. Three platforms were created.
- 2.8 The station buildings, platforms and canopies were listed in 1978. The former British Rail office in the car park and the K6 telephone kiosk adjacent to Chippenham Railway Station are also listed structures.
- 2.9 The listing of the station mainly relates to the exterior of the station building as much of it remains unaltered, the limestone ashlar with a plinth and eaves band and the shallow-pitched hipped slate roof and moulded stack to the right. The interior is listed as altered.
- 2.10 The full listing description is set out in Appendix B.

Planning History

- 2.7 The part of the station site relevant to the proposed works has been subject to the following applications previously:
- N/89/01869/LBC: Alterations and Refurbishment to Listed Building – Approved - 1989
 - N/06/01216/LBC: Repairs to Front Canopy Involving Replacment of Rotten Timber Beam (Retrospective) – Approved – 03/07/2006

3 Proposed Development

Overview of the Proposed Works

3.1 The submitted engineering packages identify three principal workstreams.

Station Building – Roof Structure Repairs

3.2 Extensive inspections (June–August 2025) identified deteriorated timber members, improvised historic supports, weathering damage and areas requiring stabilisation across multiple loft spaces. The approved design includes:

- Replacement of defective purlins and rafters with C24-grade treated timber (UC3 minimum);
- Removal of improvised supports (e.g., loose brickwork, stacked timber) and installation of compliant brickwork upstands with galvanised bolt-down post supports;
- Careful removal, inspection and reinstatement of slate roof coverings, including replacement slates where required;
- Installation of Isoline Low-Line waterproofing board over retained planking, subject to condition assessment once exposed;
- Renewal of cast iron rainwater goods, guttering and downpipes, including rodding eyes for maintenance access;
- Replacement of fascia, soffits and dagger boards in FRP/GRP to match existing profiles and dimensions;
- Renewal of lead flashings, hips, ridges and valleys in accordance with Lead Sheet Association guidance;
- Repairs to chimney stacks including pointing and haunching.

3.3 These works restore the roof's structural capacity, weather-tightness and integrity while maintaining the building's historic appearance.

Platform Canopies – Structural Repairs and Renewal

3.4 Structural surveys in 2024–2025 revealed significant corrosion, delamination, section loss and timber deterioration to the canopies on Platforms 0, 1 and 2. The approved canopy repair package comprises:

- Replacement of severely corroded steel canopy members on a like-for-like basis using modern S275 steel;
- Strengthening of truss members with bolted splice plates, angle sections and T-sections designed to match the original structural capacity;
- Renewal of all corrugated canopy roof sheeting and glazing, with Twinfix 6mm Georgian wired-effect multi-link panels replacing existing damaged glazing;
- Replacement of temporary gutters with a new integrated drainage system;
- Renewal of all timber substrates, packers and valence beam components in FRP to original profiles;
- Renewal of dagger boards in GRP/FRP, matched to original station dimensions and profiles, with variations accommodated through accurate site measurement;
- Protective coating systems applied in accordance with NR/L3/CIV/039: N1 system for new steel, M24 system for existing steel;

- Column repairs based on provisional assumptions for below-platform corrosion, with strengthening plates and concrete reinstatement to be verified on site during construction.
- 3.5 These repairs are essential to reinstating the structural safety, longevity and appearance of the historic canopies.

Canopy Cutbacks – Clearance and Safety Enhancements

- 3.6 Form B certification (November 2025) confirms the design of canopy cutbacks required to:
- Provide compliant clearances to pantograph sway envelopes and future electrification;
 - Maintain safe train/platform interfaces;
 - Prevent conflicts with rolling stock gauging.
- 3.7 Cutbacks are based on:
- Point-cloud survey data from December 2024 identifying the truss outermost points;
 - Calculated 650 mm reduction from the historic dagger-board line, plus 25 mm valance allowance;
 - Reinstatement of dagger boards and valance elements in GRP/FRP to match the historic profile;
 - Reconfiguration of truss ends with splice plates, gusset plates and angle reinforcement;
 - Integration with new glazing, roof sheeting and guttering.
- 3.8 The cutbacks constitute minimal removal of historic fabric and are fully reversible, with reinstated heritage features.

4 Planning Policy Framework

4.1 This section summarises relevant policy and guidance in the consideration of this application.

The National Planning Policy Framework (NPPF, February 2025)

4.2 The NPPF (2025) sets out the Government’s planning policies for England and the principles that guide sustainable development. The following sections are particularly relevant to the proposed engineering works at Chippenham Station:

Section 9: Promoting Sustainable Transport

4.3 The NPPF promotes safe, accessible environments that support sustainable transport choices. The scheme supports these aims by:

- Ensuring platform canopies and station buildings remain safe, structurally sound and fully operational;
- Supporting continued safe operation of rail services, a key sustainable transport mode.

Section 12: Achieving Well-Designed Places

4.4 The NPPF requires developments to be visually attractive, high-quality, and sympathetic to local character and built form. The proposed works directly align with these aims by:

- Using heritage-appropriate materials;
- Reinstating historic architectural features such as dagger boards and valance elements; and
- Ensuring repaired structures preserve the character of the listed station.

Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change

4.5 Although Chippenham is not a coastal location, the NPPF emphasises climate-resilient design and the long-term durability of structures. The proposed engineering interventions support this by:

- Addressing long-term structural deficiencies;
- Replacing defective roof coverings and drainage systems to ensure weather-resilience; and
- Specifying durable materials with long service lives (e.g., FRP, S275 steel, cast iron rainwater goods).

Section 16: Conserving and Enhancing the Historic Environment

4.6 Section 16 of the NPPF sets out national policies in relation to conserving and enhancing the historic environment. The NPPF requires applicants to describe the significance of heritage assets affected (Paragraphs 203–208) and emphasises that great weight should be given to their conservation. The proposed works:

- Preserve and enhance the architectural and historic significance of the Grade II listed station;
- Deliver targeted repairs that avoid unnecessary loss of historic fabric;
- Reinstated lost heritage features in line with best-practice conservation principles.

4.7 Where less-than-substantial harm arises (e.g., localised canopy cutbacks), this must be weighed against public benefits. In this case, the public benefits include maintaining safety, enabling future electrification, and ensuring long-term structural integrity of the heritage asset.

National Planning Practice Guidance

- 4.8 The National Planning Practice Guidance (NPPG) was launched on the Department of Communities and Local Government's website in March 2014.
- 4.9 The NPPF and NPPG define historic significance as *"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*
- 4.10 When assessing if there is substantial harm to a historic asset as a result of a proposal the guidance states *"While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance."*

Local Policy – Wiltshire Council

- 4.11 Wiltshire Core Strategy Development Plan (WCSDP) was adopted on 20 January 2015. Policies inherited by Wiltshire Council contained within the local plans produced by the former district councils in Wiltshire are still relevant if they have not been superseded by WCSDP.
- 4.12 Core Policy 3 (Infrastructure Requirements) informs that essential infrastructure will be afforded the highest priority with sustainable transport measures being listed as one of these. Core Policy 48 (Supporting rural life) states that proposals which focus on improving accessibility between towns and villages will be supported.
- 4.13 Development Plan Core Policy 57 (Ensuring high quality design and place shaping) provides comment on the design of proposals. It is considered that design standards set by the Council in Policy 57 are met by this proposal. The design respects the existing material palette, the characteristics of the area, and ensures the right of access to the railway is enhanced.
- 4.14 Core Policy 58 (Ensuring the Conservation of the Historic Environment) aims to ensure that Wiltshire's important built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life. This policy does not preclude the possibility of new development as long as it is consistent with the conservation of a heritage asset's significance, is of the highest standard and is sensitive to the quality of the area or building.
- 4.15 Core Policy 60 (Sustainable transport) aims to reduce the need to travel by private car by promoting sustainable transport alternatives. Core Policy 66 (Strategic transport network) seeks to develop and improve the strategic transport network including "The rail network".

5 Assessment of the Proposals

- 5.1 The following section considers how the proposal is acceptable in terms of the planning policy framework and other relevant matters.

Principle of Development

- 5.2 The proposed engineering works comprise essential structural repairs to the listed station building roof, the platform canopies, and the implementation of canopy cutbacks required to maintain operational safety. These works are fully aligned with the principle of conserving designated heritage assets through sensitive, proportionate repair. The proposals:

- Ensure the continued safe functioning of key railway infrastructure;
- Address structural deterioration that, if left unresolved, would pose operational and heritage risks; and
- Deliver improvements while avoiding unnecessary or harmful alteration to historic fabric.

The Need for the Work

- 5.3 Comprehensive structural inspections undertaken between 2024 and 2025 identified:

- Defective timber members, historic improvised supports and areas of inadequate load distribution within the station building roof;
- Significant corrosion, delamination and section loss across steel canopy members on Platforms 0, 1 and 2;
- Long-term weathering and deterioration of timber detailing including dagger boards, substrates and valance components; and
- Canopy projections that no longer provide compliant operational clearances in the context of pantograph sway envelopes and future electrification allowances.

- 5.4 These findings demonstrate a clear and urgent need for intervention. The works ensure:

- Structural integrity and safe operation of the station;
- Long-term resilience against weathering and future loading conditions;
- Compatibility with emerging electrification requirements; and
- Preservation of the station's historic architectural character.

Design Considerations

- 5.5 The design approach has prioritised heritage sensitivity and structural necessity. Key design principles include:

- Repair wherever feasible, replacing only where components are defective beyond repair;
- Retaining the original form, scale and appearance of the canopies and roof structures;
- Using appropriate materials such as C24 timber, S275 steel, cast iron rainwater goods and GRP/FRP dagger boards that replicate historic profiles;
- Ensuring all repairs and replacements match original detailing and appearance;
- Applying protective coatings in accordance with Network Rail standards to extend longevity and reduce future intervention frequency.

- 5.6 The proposed works will look to extend the design life of the canopies at Chippenham Station, the structure will be redecorated and have an improved aesthetic look. The use of GRP to replace

the Fascia and Dagger Boards will bring a uniformed and long-lasting finish that will not suffer from weathering. The replacement dagger boards will be of the same form and colour of the current wooden boards that have become rotten in places.

- 5.7 The renewed guttering and drainage system will ensure that no further water damage to the structure and improve the functionality of the canopies.
- 5.8 Whilst the NPPF requires the protection of heritage assets it acknowledges that appropriate innovation should not be discouraged and encourages the viable use of heritage assets if consistent with their conservation. With the works seeing the addition of modern material such as GRP to extend the design life of the structure, it is considered the works respects the integrity of the listed structure..

Access

- 5.9 The works proposed have been designed to minimise disruption to the railway and the track above. All the temporary work during construction will be carefully managed within the project, to reduce any impact to the local highway and railway corridor.

6 Conclusion

- 6.1 Network Rail is seeking Listed Building Consent for essential structural repairs to the station building roof, the platform canopies and the delivery of canopy cutbacks at Chippenham Railway Station, Cocklebury Road, Chippenham. The station is a Grade II listed heritage asset and therefore the proposed works require Listed Building Consent. This Supporting Statement has been prepared to accompany the application submitted to Wiltshire Council for determination.
- 6.2 The proposed works will have a minimal effect on the significance of the listed building. They involve sensitive, conservation-led interventions that address structural deficiencies, reinstate lost historic features and ensure the continued safe operation of the railway. The works will also provide positive public benefits, including improved safety, infrastructure resilience and future-proofing for electrification.
- 6.3 For the reasons set out in this Supporting Statement, Network Rail considers the proposed development to be in full accordance with national and local planning and heritage policy, including the National Planning Policy Framework (2025) and the Wiltshire Core Strategy. We therefore respectfully request that Wiltshire Council supports and approves this application for Listed Building Consent.

Appendix 2 – Listing Description

The following listing description has been sourced from the Heritage Gateway website:

Chippenham Station, Entrance Building and Attached Platform Canopies

Grade II Listed Building

List Entry Number: 1268119

Date first listed: 22-Jun-1978

Date of most recent amendment: 16-Sep-1996

Statutory Address: CHIPPENHAM STATION, ENTRANCE BUILDING AND ATTACHED PLATFORM CANOPIES, COCKLEBURY ROAD

Station building. 1856-8, for the Great Western Railway. By Rowland Brotherhood, engineer. Limestone ashlar with a plinth and eaves band; shallow-pitched hipped slate roof and moulded stack to the right. 2 blocks, both rectangular plan. EXTERIOR: single storey. Raised surrounds and bracketed sills to casement windows. The centre of the right-hand block is stepped forward; C20 double doors with overlights to each end and 2 windows to the centre, all under a flat-roofed wooden canopy with a fretted fascia and 5 substantial moulded wooden brackets. The open space between the blocks is covered by a hipped roof and a deep fretted fascia over tall spear-headed cast-iron railings, double gates and cast-iron piers with ball finials. C20 platform canopy to the rear. INTERIOR: altered.

Listing NGR: ST9208673719

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