



DESIGN, ACCESS AND HERITAGE STATEMENT

CHANGE OF USE,
THERMAL UPGRADES &
REPAIR WORKS

at The Weighbridge, Old Road,
Chippenham SN15 1HW

PROJECT: 4580

REVISION: B

DATE: AUGUST 2025

bba
bba architects & planners

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REVISIONS

- A. 2026.02.23—Amended following PM comments.
- B. 2026.02.27—Amended following PM comments.

Prepared by: MM

Checked by: NV

FIG 01 (cover page): The Weighbridge viewed from Chippenham Railway station stairs.

1.0 INTRODUCTION



1.1 PROJECT INTRODUCTION

This Heritage Statement has been prepared by BBA Architects and Planners (BBA) to support a full planning and listed building application for Change of Use and repair works, to The Weighbridge at Old Road, Chippenham SN15 1HW.

This report provides an analysis of the site, the surrounding context, historical research, previous phases, and planning/design policy which has informed the scheme's design. The current scheme proposals are then assessed under the standard Design and Access Statement headings:

- Use
- Scale
- Amount
- Layout
- Appearance
- Access

It also contains input from the following members of the Design Team, which include:

- Quantity Surveyors—Rapleys
- Structural Engineers—Western Building Consultants

This statement provides the details of the scheme and should be read in conjunction with scheme drawings.

FIG 02: Aerial view. Source: CADW OS Map AC0000831255. Scale 1:30

1.0 Introduction

1.2 STATUORY DESIGNATION AND HERITAGE STATUS

The Weighbridge is located within the core of the Chippenham Conservation Area, an area first designated in 1973. The building was designated as Grade II listed under the Planning (Listed Buildings and Conservation Areas) Act 1990, under the name “Mortimores Weighbridge Office, Chippenham Station Yard” in 1978 (figure 03). The listing description is copied below for reference:

“Weighbridge office. Mid C19. Limestone rubble ground floor with timber-framed painted weather-boarded 1st floor and returns, slate roof with brick stack. Rectangular plan. EXTERIOR: 2 storeys; 2-window range. Various C19 and C20 windows, C20 doors. The right-hand return has plank double doors to the ground floor and left, and C19/early C20 3-light casements to the 1st floor. INTERIOR: not inspected. HISTORY: this was probably part of Rowland Brotherhood's engineering works.” (See [Appendix A](#) for further details)

Rarity: This building is one of only nineteen weighbridge/ weighbridge offices which are listed within England, all are grade II with the exception of one which is grade II*. Of particular interest is its timber first floor, as surviving industrial heritage buildings tend to be of masonry or stone construction.

Setting: The building is located within the Chippenham Conservation Area and is considered as a ‘notable building’ within Chippenham’s Conservation Area Character Appraisal 2023 (Character Area 4: Railway Station). Any works to this building must consider the impact on its surroundings (figures 04/05) and other designated assets which include:

- Chippenham Station, entrance building and platform canopies (Grade II)
- Chippenham Station (Grade II)
- K6 telephone kiosk (Grade II)
- 2 and 3 Union Road (Grade II)
- 22 and 23 New Road (Grade II)

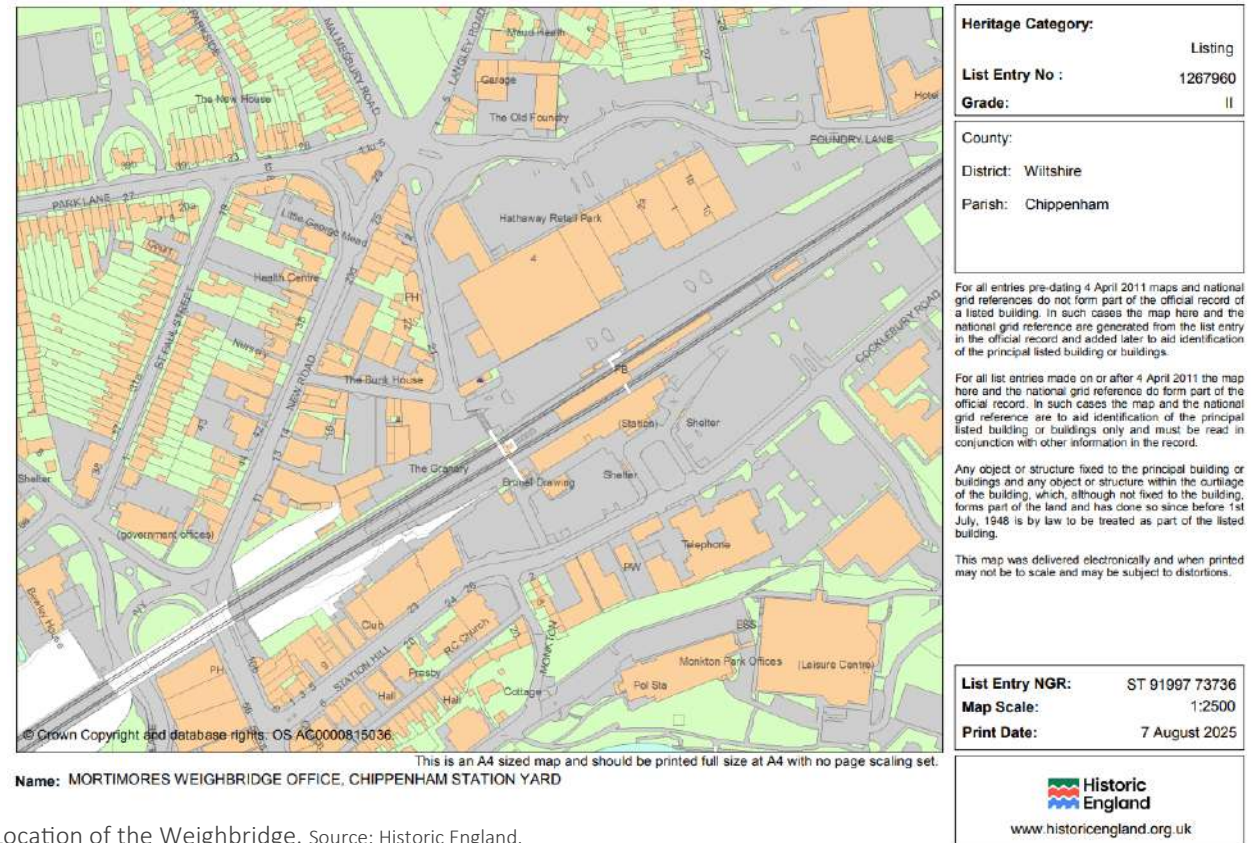


FIG 03: Location of the Weighbridge. Source: Historic England.

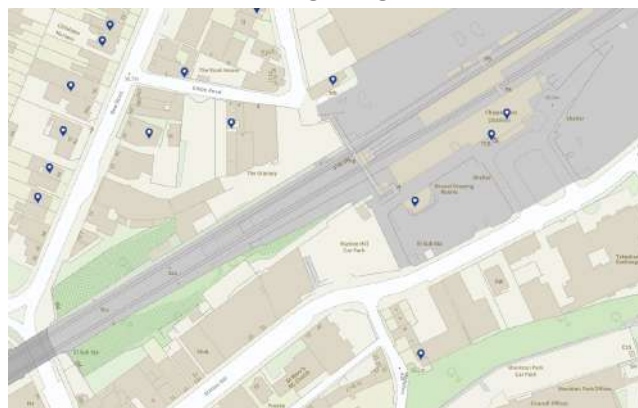


FIG 04. Surrounding listed buildings. Source: Historic England.

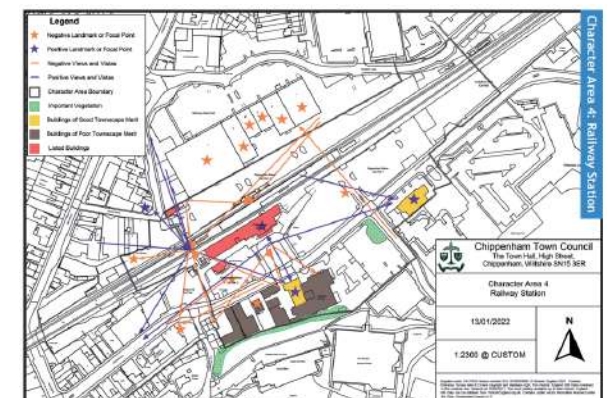


FIG 05. Character Area. Source: Chippenham CA Character Appraisal.

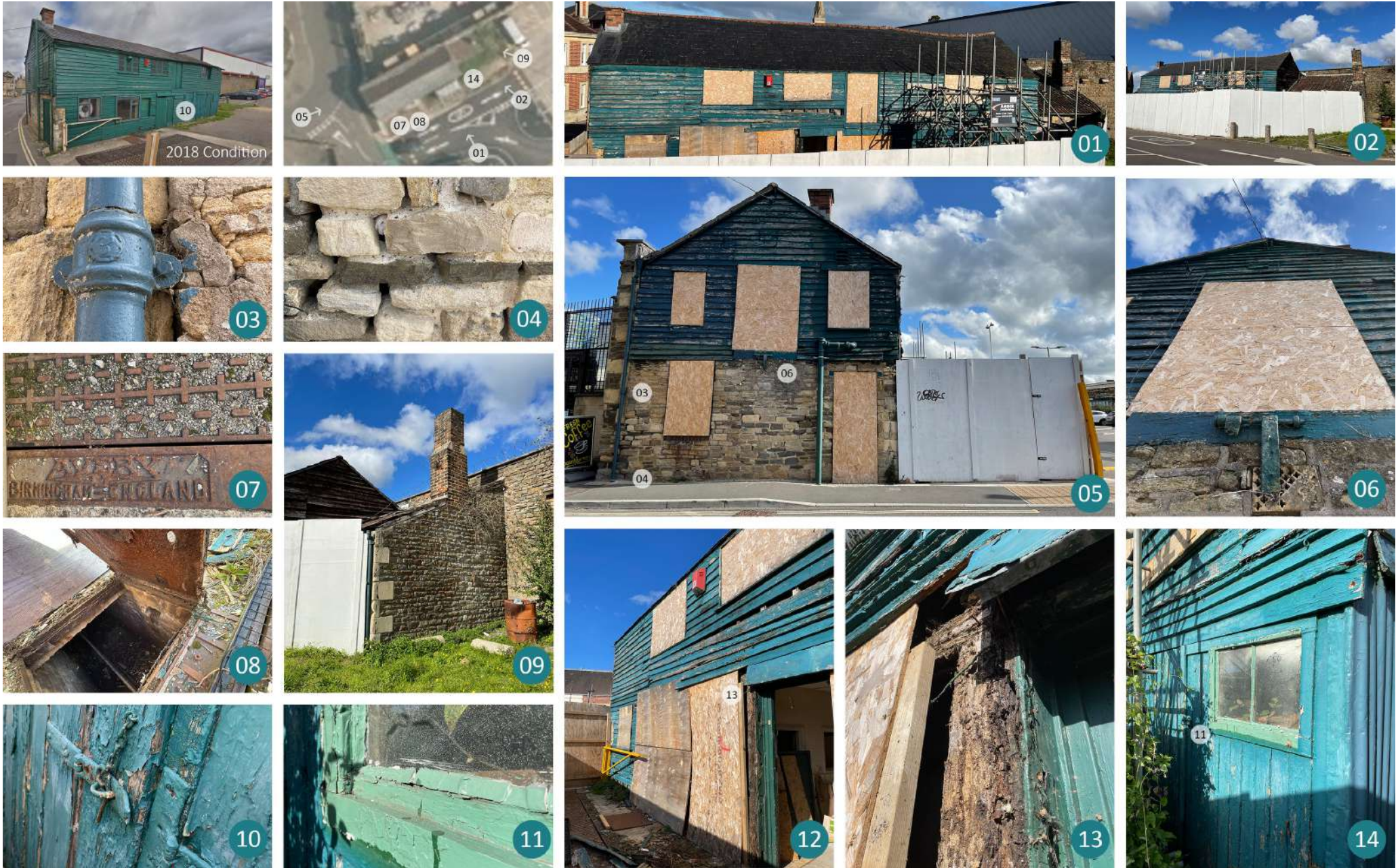
1.0 Introduction



FIG 06: Aerial photograph of the site and its surroundings Source: Network Rail

1.3 EXTERNAL SITE PHOTOGRAPHS

The photographs within this section show a representative example of the building’s external condition



1.0 Introduction

1.4 INTERNAL SITE PHOTOGRAPHS (CONT))

The photographs within this section show a representative example of the building’s internal condition

1.0 Introduction



FIG 08: Internal images room 01 (ground floor)

1.4 INTERNAL SITE PHOTOGRAPHS

The photographs within this section show a representative example of the building’s internal condition



1.0 Introduction

FIG 09: Internal images rooms 02-06 (ground floor)

1.4 INTERNAL SITE PHOTOGRAPHS (CONT)

The photographs within this section show a representative example of the building’s internal condition

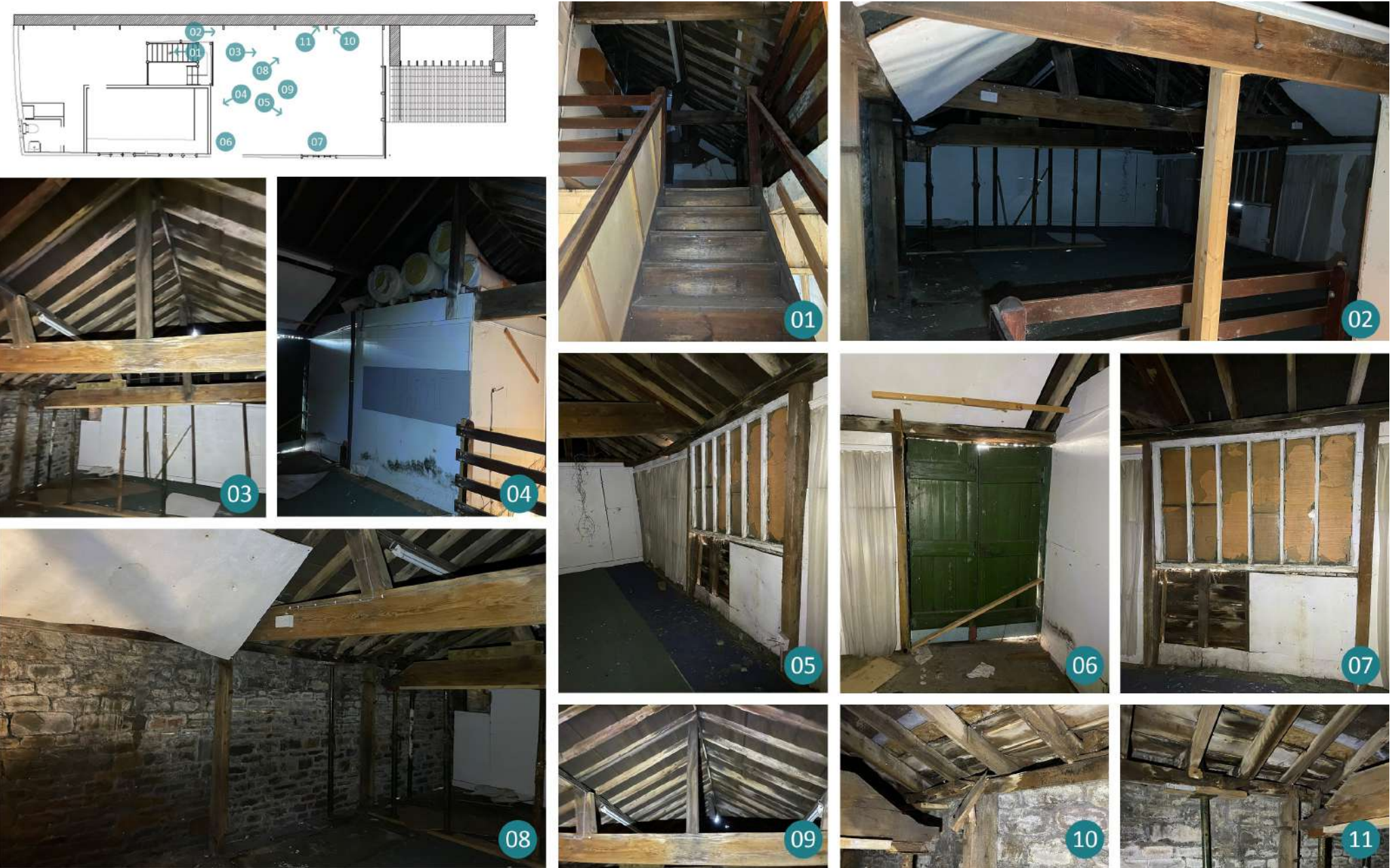


1.0 Introduction

FIG 10: Internal images room 11 (ground floor)

1.4 INTERNAL SITE PHOTOGRAPHS (CONT)

The photographs within this section show a representative example of the building’s internal condition

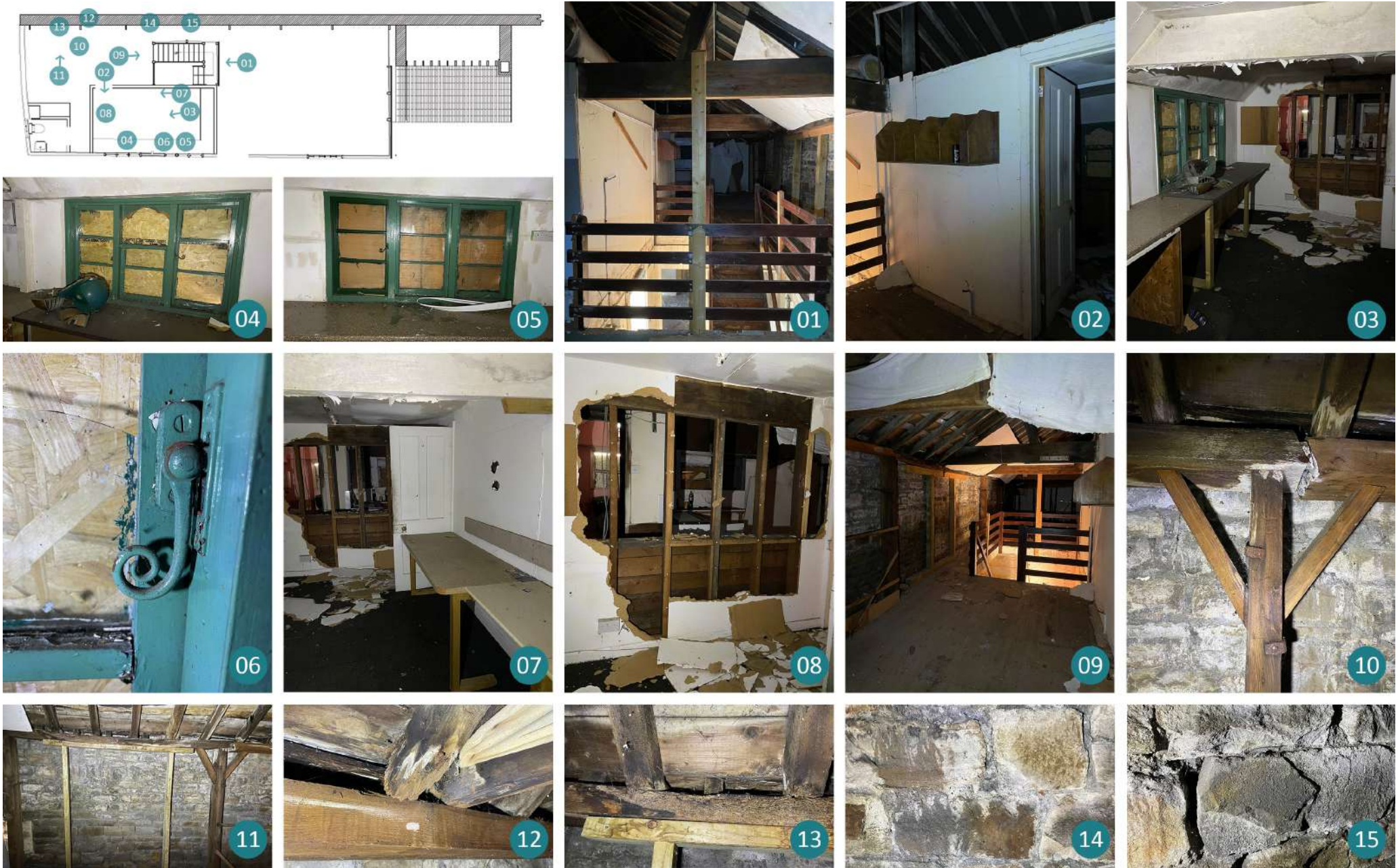


1.0 Introduction

FIG 11: Internal images room 07 (first floor)

1.4 INTERNAL SITE PHOTOGRAPHS (CONT)

The photographs within this section show a representative example of the building’s internal condition



1.0 Introduction

FIG 12: Internal images rooms 08-10 (first floor)

2.0 SITE HISTORY

2.1 BACKGROUND

Rowland Brotherhood's engineering works were located in Chippenham c.1847-1890, to what extent is unknown as limited records appear to have survived. From Brotherhood's memoir, however, it is clear that much of the railways within Wiltshire were constructed by this firm. It also indicates that Rowland Brotherhood established a works there in 1842: *"I then purchased past of the field called the Mall ground situated between the station & the Little George [inn], built an engine house at the East corner & a large smith shop running West & a machine shop going from the engine house North"* (Source: [3392/2](#) Wiltshire & Swindon Archives). Little George Inn is located at the top of Old Road/New Road, therefore it is plausible that this extract is describing the weighbridge site, if not part of the building.

Following completion of the GWR railway, coal merchants set up business within Chippenham including Hugh Harding and Son; with a depot 'Coal, Coke, Salt and Hay' in circa 1840 on the site. In the 1880s, it became FC Mortimore and Son, Frederick Mortimore being Harding's nephew. (Sources: A History of the County of Wiltshire Volume 4 1959: Available at: [BHO](#), Records of [Mortimore and Son](#)).

Within multiple sources, it is suggested that the Weighbridge was built in the 1840s development (figure 20), cartographic evidence confirms a building from at least the 1885 map of Wiltshire (figure 13) and all subsequent maps and images (figures 14-18). Often it is accompanied with the denotation "W.M" indicating a "Weighing Machine" or Weighbridge.



FIG 13. 1885. Wiltshire XX.14. Source: [NLS](#)

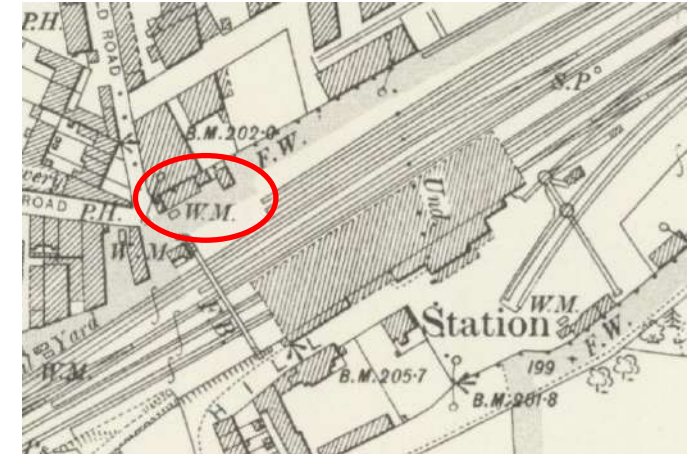


FIG 14. 1899 Wiltshire XX.14 Source: [NLS](#)

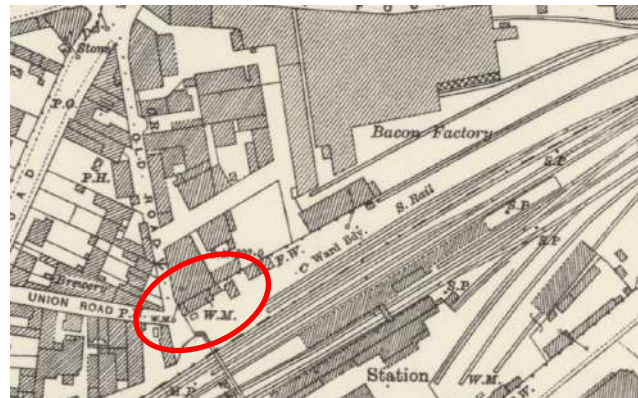


FIG 15. 1921 Wiltshire XX.14 Source: [NLS](#)



FIG 16. 1950 Air photo mosaic sheet. Source: [NLS](#)

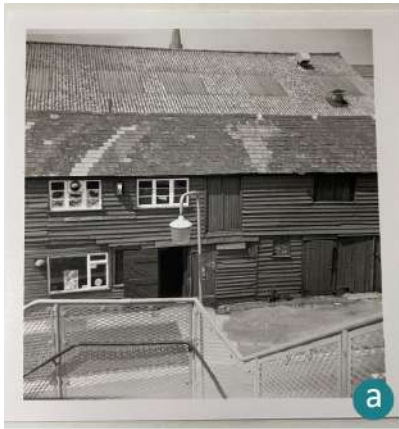


FIG 17. 1959 ST97SW-A. Source: [NLS](#)



FIG 18. 1968. Source: [NLS](#)

2.0 site history



a



b



c



d

FIG 19a-c: "1988 Mortimore's Old Road (ex Slade brewery ex Rowland Brotherhood on left" Source: F370.61/62



h



e



f



g



j



k



l



m



n



p



q



r

FIG 19d-r: 1994 Photographs Source: Wiltshire Building Record

2.0 site history

Peter Mortimore, Frederick's son took over the business in 1943, following his father's death (Source: [Friends of Chippenham Station 2021](#)).

Two licence agreements between GWR and Mr. P.C.Mortimore, in 1946 evidence that the premises could be used for stacking coal etc (figure 21). *"Description: All the area of open wharf ground measuring five hundreds and ninety seven square yards or thereabouts together with an area of covered accommodation measuring two hundred and twenty four square yards or thereabouts formerly in the occupation of F.C.Mortimore, Mortimore & Sons and D.Clifford"* ([2668/33](#) Wiltshire & Swindon Archives).

A further agreement for the Weighbridge site at Chippenham Station of the same date, with a yearly rent and a schedule of weighbridge charges.

The building operated as Mortimore's Weighbridge Office until 1980, when Frederick Mortimore's son Peter retired. Pictorial evidence indicates that their signage was still present in 1988 (figures 19) and (Source: [Friends of Chippenham Station 2021](#)).

THE COAL AND SALT TRADE

at Chippenham has for a long time been principally centred in the firm formerly known as Harding & Son but now carried on under the sole proprietorship of Mr. F. C. Mortimore. It was first established in 1840, and for a long time was energetically worked by Mr. Hugh Harding, son of the founder, whose nephew Mr. Mortimore is.

All such businesses derive great advantage from proximity to a railway station, and this is not lacking in the present instance. Trucks come right up to the wharves and depôts from the coal pits and salt works, and are also loaded direct from here for consignment away.

Coal and salt do not comprise the whole of the goods in which Mr. Mortimore deals, though these two are important items. He supplies house and steam coal of all kinds, rock, bar, agricultural and dairy salt, the latter of which has been made a speciality, being always prepared as required, and consequently in perfect condition when delivered. Mr. Mortimore has testimonials from all the leading dairies in the district as to the quality of this salt.

Other goods are H. & T. Proctor's Bristol chemical manures, Thorley's cattle food and spices, cattle food, calf meal, Lactifer, &c., patent coal briquettes, fire lighters and firewood, peat moss litter, &c.

He is also agent for the Malago bricks, a smooth surface red brick of excellent quality, and largely used in the district.

FIG 20. 1898 The Pictorial Record p.7 Source: Wiltshire Building Record

Dated 8th August, 1946

**THE GREAT WESTERN
RAILWAY COMPANY**
AND

Mr. P.C.MORTIMORE trading as
Messrs. Mortimore & Sons.

Licence
premises
to use ~~as a~~ for Wharfage.

stacking coal etc.

AT
Chippenham Station.

SURVEYOR'S & ESTATE OFFICE,
PADDINGTON STATION.

2668/33

FIG 21. 1946 Licence premises to use for Wharfage stacking coal etc. Source: Wiltshire and Swindon Archives 2668/33

Dated 8th August, 1946,

**The Great Western
Railway Company**
AND

M P.C.Mortimore trading
as Messrs. Mortimore & Sons

Agreement
FOR

Weighbridge..... site
Chippenham Station.

SURVEYOR'S & ESTATE OFFICE,
PADDINGTON TERMINUS.

2668/33

250 (25)—250 (3)—Tab. 657—8/37.

FIG 22. 1946 Agreement for the Weighbridge site. Source: Wiltshire and Swindon Archives 2668/33

SCHEDULE OF WEIGHBRIDGE CHARGES.

COAL AND COKE.			
Railborne ...	...	...	1d. per ton, minimum 2d. per weigh.
Non " ...	...	...	2d. per ton, minimum 4d. per weigh.
OTHER THAN COAL AND COKE.			
Railborne ...	...	...	2d. per ton, minimum 3d. per weigh.
Non " ...	...	...	4d. per ton, minimum 6d. per weigh.

FIG 23. 1946 Schedule of Weighbridge charges. Source: Wiltshire and Swindon Archives 2668/33

2.0 site history

2.2 THE WEIGHBRIDGE

A weighbridge is a large set of balancing scales, with a large metal plate set at road level and scale within an adjacent building (figure 24). A weighbridge was historically used for weighing livestock, horse drawn carts and wagons; often on market days for taxation. Installed adjacent to railways, weighbridges were used for weighing goods on/off the railway for associated tariffs (Source: [CCHS 2025](#) and Sutton Coldfield Local History Research Group 2012 ([Weighbridge \[211\]](#))).

The weighbridge at this site was constructed by W&T Avery of Birmingham. Developing from the original company owned by James Ford in 1731, W.& T. Avery were manufacturers of Scale Beams from 1822. By 1865 they were also manufacturing Weighing Machines. W.& T. Avery was incorporated a private company in 1891, and subsequently became a public company in 1894. The company expanded nationally in the late 1890s and developed into a worldwide organisation from 1900. It continues to operate as Avery Berkel (Source: [Grace Guides 2024](#) and [Avery Berkel 2025](#)). The age of the current scales is unknown (figures 25-26).

Many weighbridges have been lost in road developments/ road widening works (Source: [Helston History 2025](#), Sutton Coldfield Local History Research Group 2012 ([Weighbridge \[211\]](#))). The loss, further highlights the rarity of a weighbridge, with a surviving adjacent building and a set of scales. One example project has been found of a recently restored railway weighbridge and its adjacent building at Bishop's Castle Railway Society ([BC Railway 2021](#)).

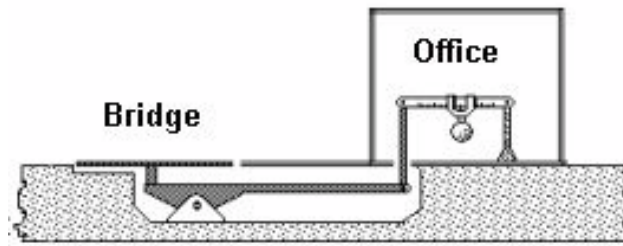


FIG 24. Weighbridge mechanism. Source: Sutton Coldfield Local History Research Group 2012 ([Weighbridge \[211\]](#))



FIG 25. Scales propped up against the window.

FIG 26. Markings of the manufacturer



FIG 27. Weighbridge visible and scales seen through the window (Source: Google Street View 2024)

3.0 APPLICATION

3.1 EXISTING SITE

The site is located within Chippenham adjacent to the Chippenham Railway Station and its Car Park. The area is in the process of being rejuvenated; it is currently undergoing public realm improvements including works to the Station Square and the Chippenham 'One Plan' seeks to develop a masterplan the town centre. On the adjacent street, the Union Road Development, is a small-scale urban development site.

The aim of this project is to repair the building, in order for it to be once again used as a Class E (Commercial, Business and Service) premise. Minor amendments to the layout are also proposed to create a workplace that is accessible and viable.



FIG 28. Surrounding area (Source: Google maps 2025)

3.2 SURROUNDING ACCESS

The Weighbridge has excellent transport links, located to the GWR railway, which services London and the West. It is 0.5 miles (12 minute walk) from Chippenham bus station which serves the local area. Vehicular access is provided with numerous car parks in the surrounding area including the adjacent Station Car Park via the Old Road. This road links to minor roads within the network to the A350 Chippenham bypass which accesses the M4 to the north.

The building is centrally located within Chippenham itself. To the south is the historical heart which contains the High Street and the 15th century buildings Yelde Hall and St Andrews's Church, 16th century St Mary's Street, 18th century Chippenham museum, and 19th century The Buttercross and Town Hall and Neeld Community & Arts Centre (Source: [Chippenham Town Council 2025](#)). Beyond this is Pewsham a large residential neighbourhood. Similarly to the north and west are further residential areas of Cepen Park North, Frogwell, and Rowden Hill. To the north east is a light industrial areas.



FIG 29. Local area (Source: Google maps 2025)

3.3 LANDSCAPE

There is limited landscaping within the site. To the west the building is directly adjacent to the public footpath of Old Road/Union Street, which links pedestrian access to the railway station. To the south there is no public footpath and the site's boundary is directly adjacent to the vehicular access into the Station Car Park. Half of the southern section of the site contains the metal weighbridge, the second half is a mixture of gavel and grass/weeds. To the east is a large patch of gravel and weeds.

There are a number of self-sowed buddleias on the party wall and the east wall, alongside bindweed which is climbing up the face of the main building. Three bird boxes have been installed on the party wall.

There are concrete bollards around the perimeter (presumably to discourage parking).



FIG 30. Surrounding landscape

3.0 application

3.4 ECOLOGY

An Ecological Impact Assessment (EclA) has been undertaken by Thos Environmental Planning (Ethos). An external structure inspection for bats was undertaken in August 2025, an internal structure inspection undertaken in September 2025 and the report provided in December 2025.

This report concluded that the habitats on site are of 'negligible' suitability for foraging and commuting bats. The building has low potential for roosting bats, no evidence of bats was identified during the structure inspection, and no bats were recorded emerging during the dusk survey. It was therefore concluded that the building does not currently support roosting bats. Equally no bats were recorded commuting or foraging on or near the site during the emergence survey.

The building does, however, offer nesting opportunities for common species of birds associated with urban areas.

Recommendations are:

1. Timing of demolition or a pre-works check of the building will be required to avoid impacts on nesting birds.
2. Ecological enhancements should be included, such as 2no. Bug hotels.

The full report is included as part of this application.

3.5 PLANNING HISTORY

Limited planning history has been found on the site, with only one application submitted in 2005 for repair to the South West Wall (N/05/01205/LBC). Other applications relate to the adjacent buildings and boundary wall.

App ref	Description	Decision
Weighbridge site:		
N/05/01205/LBC	Repairs to South West Wall	Approved
Adjacent sites:		
N/87/00296/OUT	Outline application for erection of new non-food retail store with associated car parking and roadworks	Approved
N/87/03079/OUT	Retail units and car parking and access	Approved
N-95/02230/CAC	Partial Demolition of existing boundary wall extension to garden centre.	Approved
N/13/01856/CAC	Demolition of single storey retail units	Withdrawn
N/13/01776/OUT	Demolition and Redevelopment of Land at Langley Park and Extension and Refurbishment of Hathaway Retail Park.	Withdrawn

3.6 RELEVANT PLANNING POLICIES & GUIDANCE

It is considered that the following Planning and Listed Building Acts are relevant to this application

- National Planning Policy Framework (2024)
- CS-CP1-Settlement Framework Boundary: Chippenham
- CS-CP9-Chippenham Masterplan (Areas of Opportunity): Langley Park
- CS-CP58-Listed Buildings
- NWLP-R2-Town Centre Secondary Frontage
- EA-Source Protection Zones

Heritage Guidance:

- Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment: English Heritage (2008)
- Historic Environment Good Practice Advice Notes:
 - Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2
 - The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)

In addition the following publication have been consulted:

- Traditional Windows: Historic England 2017
- Practical Building Conservation: Timber (Historic England 2012)
- Practical Building Conservation: Roofing (Historic England 2012)
- Practical Building Conservation: Stone (Historic England 2012)

4.0 LEVEL OF SIGNIFICANCE AND LEVEL OF HARM

4.1 DEFINITIONS OF SIGNIFICANCE

The 2024 National Planning Policy framework (NPPF) requires “an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting”.

Heritage values are described both within BS7913:2013 and within Historic England’s 2008 guidance document: ‘Conservation principles: Policies and Guidance’.

Definitions of heritage values:

Evidential value: Evidential value derives from the potential of a place to yield evidence about past human activity. E.g. archaeology, past human activity, archival, represents a period in history.

Historic value: Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. E.g. evolving society, growth and development over time, links to important events, links to notable people, age, and rarity.

Aesthetic value: Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place. E.g. visual elements, design & style, environment, natural elements.

Communal value: Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects. E.g. Social value, spiritual, symbolic, value to community, educational, cultural identity . Additional values include group value, ecology, townscape setting etc.

4.2 ASSESSMENT OF THE IMPACT

As defined within the NPPF; the impact of the proposed development on the significance of the designated heritage asset must be assessed, The evaluation of the level of significance should be undertaken only following the identification and understanding of the tangible and intangible values.

4.3 JUSTIFICATION ON THE LEVEL OF HARM

“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.” NPPF 2024.

Within a grade II listed building this ‘harm’ or ‘loss’ should be ‘exceptional’. The justification should also include any effects on the heritage asset’s authenticity and integrity.

4.4 PROPORTIONALITY

“the level of detail given in a statement of heritage significance is proportionate to the impact of the proposal” Historic England 2008.



FIG 31. The concept of ‘harm’ as a sliding scale based on NPPF

5.0 SIGNIFICANCE

5.1 SIGNIFICANCE

The Weighbridge was listed in 1978 (Appendix A) and contains a minimalist list description i.e. one that is written for identification of the building only. Therefore it does not allude to the reasons for its designation, why it was designated at that grade nor what is significant about the building ([Saunders 2021](#)). The following section therefore considers the significance of the exterior and interior of the building:.

The Weighbridge is considered of **high historical and group value**, it is an architectural rarity - with few railway weighbridge buildings surviving or intact. Its construction as a timber frame building also adds to its rarity.

The Weighbridge is then of **high historic significance** within the context of England as a typological rarity, with remaining fixtures and fittings associated with the running of the Weighbridge office in tact. Industrial heritage is prone to loss of its fixtures/fittings which erodes the understanding of its former use. The survival of the weighbridge including its scale is vital for understanding and is key to its significance. Its construction is unusual with a timber frame constructed next to the party wall, but not attaching into it. The construction is rather 'ad hoc' which adds to the remarkability that has survived, in comparison with the loss of adjacent structures such as the water tank (Figure 32).

The building has **moderate evidential significance**. The most obvious example of this is the weighbridge itself (Figure 33). The survival of the office further evidences this, with the fireplace and cupboards demonstrating its use in association with the weighbridge and its scales. The scales have been removed from its base, but still survive. All these features should be retained. It is proposed that the scales will be once again displayed, but the weighbridge itself will not be restored (Figure 34-36).



FIG 32. Chippenham Station Water tank and all surrounding store, all now demolished (with the exception of the Weighbridge Office and store) (Source: D.J.Hyde n.d. found at [Friends of Chippenham Station 2021](#))



FIG.33



FIG.34



FIG.35



FIG.36

5.0 significance

The asset has **moderate cultural significance**, being within the Chippenham's Railway Quarter. Chippenham residents and visitors of Chippenham will have formed a collective memory of the building, and many will remember the building used as a coal 'cash and carry' prior to 1980, and perhaps even the weighbridge in operation. The Weighbridge then contributes to the narrative of the area and understanding of its historic development.

The Weighbridge is of **moderate aesthetic significance** it has a rustic/industrial aesthetic (prior to its current dilapidated state) with the eclectic array of windows and openings, including first floor doors add to the appeal (figure 37). The two contemporary windows are of low/negative aesthetic significance and should be removed/replaced with timber windows. All other openings should be repaired, including any existing ironmongery.

Internally the floor plan appears to have been altered over time, although again there is no documentary evidence to confirm when these alterations occurred. The solidity of the walls around room 05, coupled with the fireplace and

furniture could suggest that this was the inhabited room (office) within the building whilst the other rooms may have been open. The weighbridge machinery has adapted over its 100 year use and thus the building altered to accommodate this e.g. the concrete plinth on which the scales would have stood.

The timber partitions/boarding between rooms 03/06 and rooms 03/04 are of interest and are of moderate aesthetic significance. There is a timber subdivision of room 01, the purpose for this is unknown and no access could be obtained within this smaller room via its external door. Room 01 itself is reminiscent of a stabling layout with timber stalls, presumably used by coal merchants to separate products, these are of low significance. Whereas the stone setts, brick setts floor and timber beams and columns are of high significance and should be retained.

The internal subdivisions appear to date from the late Victorian era based solely on the internal doors and ironmongery, however, there is no documentary evidence to prove this and these items could have been salvaged

and reused at the Weighbridge at a later date. On the first floor the use of plasterboard and not lath & plaster suggests that these alterations were undertaken after 1940s when the use of plasterboard was prevalent in the UK. These may have been installed in 1946. The partitions on the first floor then are considered to be contemporary and of negative aesthetic significance and could be removed, however, the timber frame behind the plasterboard could be original. If so, this should be retained.



FIG.37



FIG.38



FIG.39

6.0 PROPOSALS

6.1 PROPOSAL

The proposal for the Weighbridge is to repair and upgrade the dilapidated building, restoring it for it to become a useable and viable option for a future tenant. The Change of Use to Class E (Commercial, Business and Service), will provide a greater opportunity, with a wide range of potential tenants and thus increase its letting potential.

The repair works and upgrades to the building are substantial, both due to its current condition and as the building was constructed as a store/office with limited consideration for thermal comfort. Proposals therefore seek to both repair the building and sensitively upgrade the building fabric to increase its sustainability and secure a long-term future.

Removal of:

- Contemporary partitions, timber panelling and fixtures/fittings.
- Concrete slab

Repair works:

- Timber repairs including trusses, valley gutter, timber frame, rafters, boarding, window and door frames.
- Stone repairs including piecing in new stone and repointing.
- Re-roofing, replacing lost roof tiles, replace missing gutters, downpipes and leadwork.

Alterations:

- Installing a new insulated limecrete floor.
- Insulating the timber frame external walls with thermafleece cosywool insulation.
- Applying lime hemp plaster to the solid walls.
- Re-roofing and insulating the roof with thermafleece.
- Screens to be refurbished.
- Drainage/pop-ups (future proofing for a potential tenant)
- Adaptations to the concrete plinth.

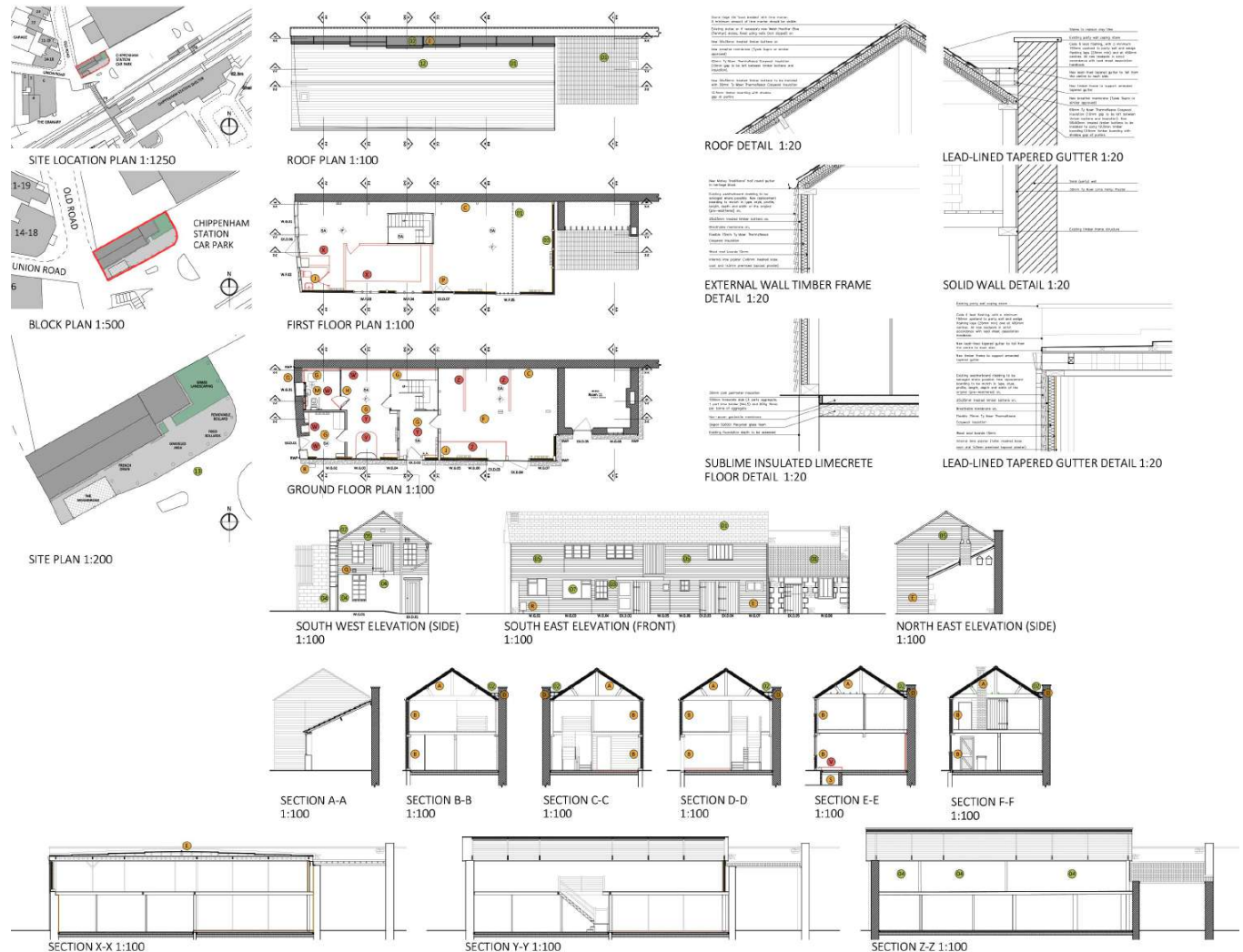


FIG 40. Proposed drawings

6.0 proposals

To ensure that this building has the greatest opportunity to survive, it must have a purpose and sustainable use. The building is ideally sized and located to be a commercially attractive to a wide range of occupiers. It could easily be used as a café, office etc. To further ensure that it is commercially attractive the proposals seek to provide an accessible building and future proofing items, such as level thresholds, an accessible toilet located on the ground floor, and drainage/services pop-ups. This will allow any future occupier to submit listed building applications for internal fit-outs only.

Alterations to the existing form are proposed. On the ground floor these include removing small partitions which assume to have subdivided the coal stacks, to create a larger open plan space. Lifting of the stone setts and paving, relaying it externally. The existing door and screen will need to be modified in order to allow the accessible WC privacy and accessibility (with an outward opening door). On the first floor it includes removing the office's partitions to create a larger open plan space.

Thermal upgrades of the building are proposed to provide thermal comfort to future occupiers. The proposals seek to upgrade the floor, walls and roof; using best practice guidance for historic buildings from Historic England and specialist manufacturers details.

It is acknowledged that further detail will be required as the scheme progresses and areas of the building are exposed for inspection e.g. window repair works, as windows are currently boarded up, to reduce degradation.

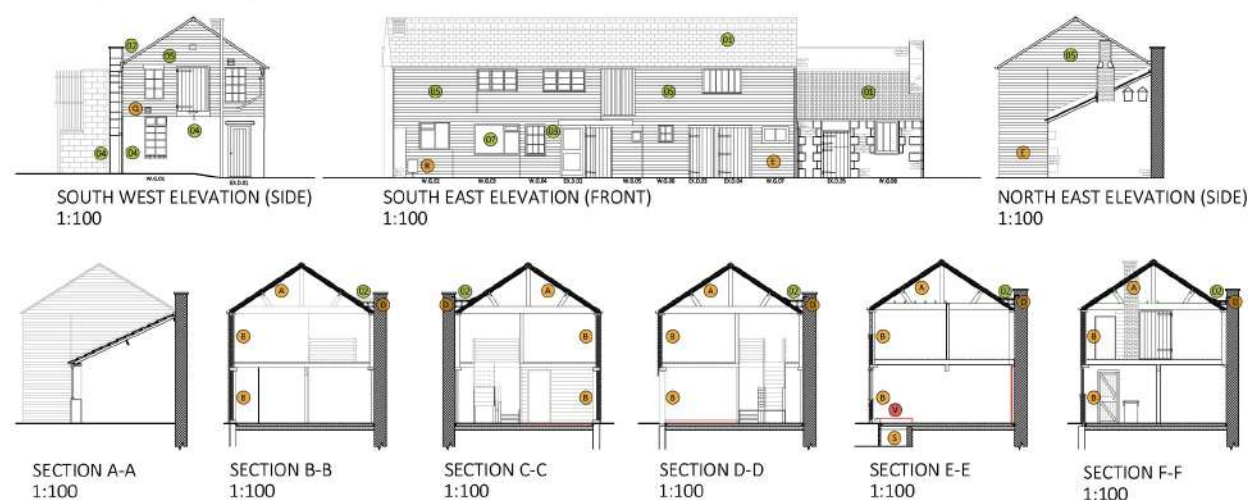


FIG 41. Proposed elevations and sections

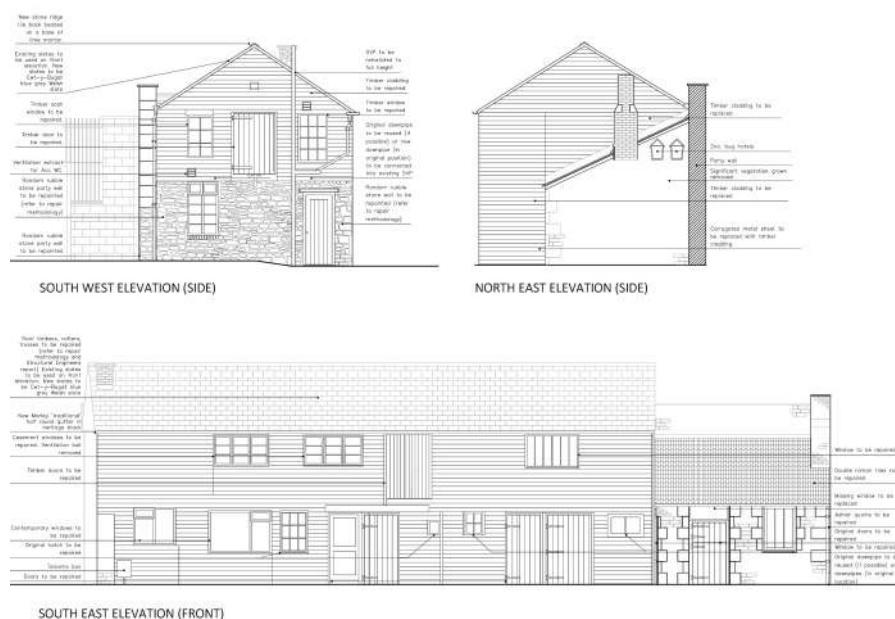


FIG 42. Proposed elevations

7.0 IMPACT OF THE PROPOSALS

7.1 ASSESSMENT OF THE IMPACT OF THE PROPOSALS

As described with 4.2-4.3 as required within the NPPF an assessment of the impact on the heritage asset and a justification of the level of harm, should be created (see Appendix D). To establish the magnitude of impact ICOMOS's guidance has been utilised (see Appendix C) alongside the NPPF's definition of 'less than substantial harm' to 'substantial harm'.

The Weighbridge is considered of high significance of historical and group value, and the building provides moderate evidential, cultural and aesthetic value.

The proposals would affect the evidential value of the building, reducing legibility of the spaces as a coal store and office space, however, the affects are considered minor and the harm 'less than substantial'. The justification of these proposals is seeking to ensure occupancy of the space, by increasing the desirability and usability of the building with a large open plan footprint.

The external aesthetic appearance will be improved and the rejuvenated through the repairs. Minor alterations including a new ventilation grill and adaptations to the existing surface mounted drainage are considered to be minor, but necessary for any new usage and building longevity. The general repair works and stone repairs then are considered to be a benefit to the heritage asset's significance and the wider Conservation Area in which it sits.

Proposed work	Impact	Justification and mitigation
Partitions to be removed (ground floor)	Less than substantial	The removal of the partitions, will reduce the evidential value and appreciation that the asset was used for storage of coal. The justification for their removal is to enable the space to be used by a future tenant. Bringing the building back into use is considered is of significant benefit (having being vacant for circa 45 years), which justifies the loss.
Modification of door and screen	Less than substantial	The modification of the existing door and screen will slightly reduce the evidential value, but the alterations are considered to be minor, as the form will remain intact. The justification for these works is to allow for the provision of an accessible WC, which will increase the useability of the building.
Removal of concrete slab	No harm	The removal of the concrete floor slab is considered beneficial, as the material is causing harm to the existing structure and contributing to its decline.
Lifting of the stone floor	Less than substantial	The 'ad hoc' nature of the floor adds to the aesthetic and evidential value of the building, it does however, limit its usefulness and therefore reduces its potential for adaptive reuse. Carefully lifting the flooring and installing a limecrete floor between will allow for the space to be used and appreciated. Adding useful and accessible floor area will ensure that the space is more desirable to a future tenant, thus increasing its potential for the future. A detailed photographic survey of the original stone setts and flags, will ensure that the existing layout can be recorded. Relaying the setts and flags will 'recreate' the aesthetic externally and whilst this would be a 'restoration' their reuse will ensure that the historic material survives on-site.
Partitions to be removed (first floor)	Less than substantial	The removal of the partitions, will reduce the evidential value and appreciation that the asset was used as a separate office. This subdivision is considered to be contemporary. The justification for their removal is to enable the space to be used by a future tenant. Bringing the building back into use is considered is of significant benefit (having being vacant for circa 45 years), which justifies the loss.
Thermal upgrades of the existing fabric	Less than substantial	The thermal upgrades of the building look to use design practice guidance (Historic England and specialist manufacturers) to ensure breathability of the historic fabric and limit interstitial condensation. Upgrades will affect the historic fabric but are considered 'reversible', in line with conservation principles.

8.0 CONCLUSION

8.1 CONCLUSION

The proposal is for a Change of Use from Class B8 (storage) to Class E (Commercial, Business and Service). It includes general repair works, stone repair works, thermal upgrades and alterations to the existing fabric.

The works are justifiable to create a weathertight building, alterations to its existing form increase its viability as a commercial premises, creating an opportunity for use and ensure its ongoing sustainability. There is loss of historic fabric, but it is considered that these are minimal and are of limited significance, which do not alter the understanding and overall significance of the Weighbridge.

Thermal upgrades will enhance the energy efficiency of the building for future occupants. These proposals look to use a holistic 'whole building approach' to enhance the sustainability of the building for its future uses. This improves energy efficiency, by considering the construction of the traditional building and using best practice guidance to propose upgrades. Repair works to the tapered gutter seek to improve climate resilience.

External repair works will further enhance the appearance of the Grade II listed building, adding to the preservation of the local character and Conservation area.



FIG 43. Existing building

9.0 APPENDICIES

9.1 APPENDIX A: Historic England’s official list entry of Mortimore’s Weighbridge Office, Chippenham Station Yard.

Official list entry:

Heritage Category: Listed Building
Grade: II
List Entry Number: 1267960
Date first listed: 22-Jun-1978
List Entry Name: Mortimores Weighbridge Office, Chippenham Station Yard.
Statutory Address: Mortimores Weighbridge Office, Chippenham Station Yard, Old Road.

Location:

Statutory Address: Mortimores Weighbridge Office, Chippenham Station Yard, Old Road.
District: Wiltshire (Unitary Authority)
Parish: Chippenham
National Grid Reference: ST 91997 73736

Details:

Chippenham
ST9173NE OLD ROAD 930-1/6/170 Mortimore's Weighbridge Office, 22/06/78 Chippenham Station Yard II
Weighbridge office. Mid C19. Limestone rubble ground floor with timber-framed painted weather-boarded 1st floor and returns, slate roof with brick stack. Rectangular plan. EXTERIOR: 2 storeys; 2-window range. Various C19 and C20 windows, C20 doors. The right-hand return has plank double doors to the ground floor and left, and C19/early C20 3-light casements to the 1st floor. INTERIOR: not inspected. HISTORY: this was probably part of Rowland Brotherhood's engineering works.

Listing NGR: ST9199773736



Name: MORTIMORES WEIGHBRIDGE OFFICE, CHIPPENHAM STATION YARD

FIG 44. Location of the Weighbridge. Source: Historic England.

Heritage Category:	Listing
List Entry No :	1267960
Grade:	II
County:	
District:	Wiltshire
Parish:	Chippenham

For all entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

List Entry NGR:	ST 91997 73736
Map Scale:	1:2500
Print Date:	22 October 2025



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9.2 APPENDIX B: ICOMOS Guidance - Assessing value

ICOMOS's Guidance on HIA for Cultural World Heritage Properties: Appendix 3A: Example guide for assessing value of heritage asset (ICOMOS 2011)

Note: Archaeology and historic landscape section removed, as they are not deemed pertinent to the proposals.

Grading	Built heritage or Historic Urban landscape	Intangible Cultural Heritage or Association
Very High	Sites or structures of acknowledged international importance inscribed as of universal importance as WH property.	Areas associated with Intangible Cultural heritage activities as evidenced by the national register.
	Individual attributes that convey OUV of the WH property.	Associations with particular innovations, technical or scientific developments or movements of global significance.
	Other buildings or urban landscapes of recognised international importance.	Associations with particular individuals of global importance
High	Nationally-designated structures with standing remains.	Nationally-designated areas or activities associated with globally-important Intangible Cultural Heritage activities.
	Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade.	Associations with particular innovations, technical or scientific developments or movements of national significance.
	Conservation Areas containing very Important buildings.	Associations with particular individuals of national importance
	Undesignated structures of clear national importance.	
Medium	Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations.	Areas associated with Intangible Cultural heritage activities as evidenced by local registers.
	Conservation Areas containing buildings that contribute significantly to its historic character.	Associations with particular innovations or developments of regional or local significance.
	Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings.	Associations with particular individuals of regional importance
Low	"Locally Listed" buildings.	Intangible Cultural heritage activities of local significance
	Historic (unlisted) buildings of modest quality in their fabric or historical associations.	Associations with particular individuals of local importance
	Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.	Poor survival of physical areas in which activities occur or are associated
Negligible	Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character	Few associations or ICH vestiges surviving
Unknown	Buildings with some hidden (i.e. inaccessible) potential for historic significance.	Little is known or recorded about ICH of the area

9.3 APPENDIX C: ICOMOS Guidance - Magnitude of Impact

Guide for Assessing the magnitude of impact, within ICOMOS's Guidance on HIA for Cultural World Heritage Properties:

Appendix 3A: Example guide for assessing value of heritage asset (ICOMOS 2011)

Note: Archaeology and historic landscape sections removed, as they are not deemed pertinent to the proposals.

Impact grading	Built heritage or Historic Urban Landscape Attributes	Intangible Cultural Heritage attributes or associations
Major	Change to key historic building elements that contribute to OUV, such that the resource is totally altered.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit and loss of OUV.
	Comprehensive changes to the setting	
Moderate	Changes to many key historic building elements, such that the resource is significantly modified.	Considerable changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
	Changes to the setting of an historic building, such that it is significantly modified.	
Minor	Change to key historic building elements, such that the asset is slightly different.	Changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
	Change to setting of an historic building, such that it is noticeably changed.	
Negligible	Slight changes to historic building elements or setting that hardly affect it.	Very minor changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
No change	No change to fabric or setting	No change

9.4 APPENDIX D: NPPF Guidance

National Planning Policy Framework (NPPF): 16. Conserving and enhancing the historic environment.

Considering potential impacts

212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

(a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

(b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

214. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

216. 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.

217. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

218. Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact,

and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

220. Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 214 or less than substantial harm under paragraph 215, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

221. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

(Ministry of Housing Communities and Local Government
2012)

10.0 CONTACTS

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