

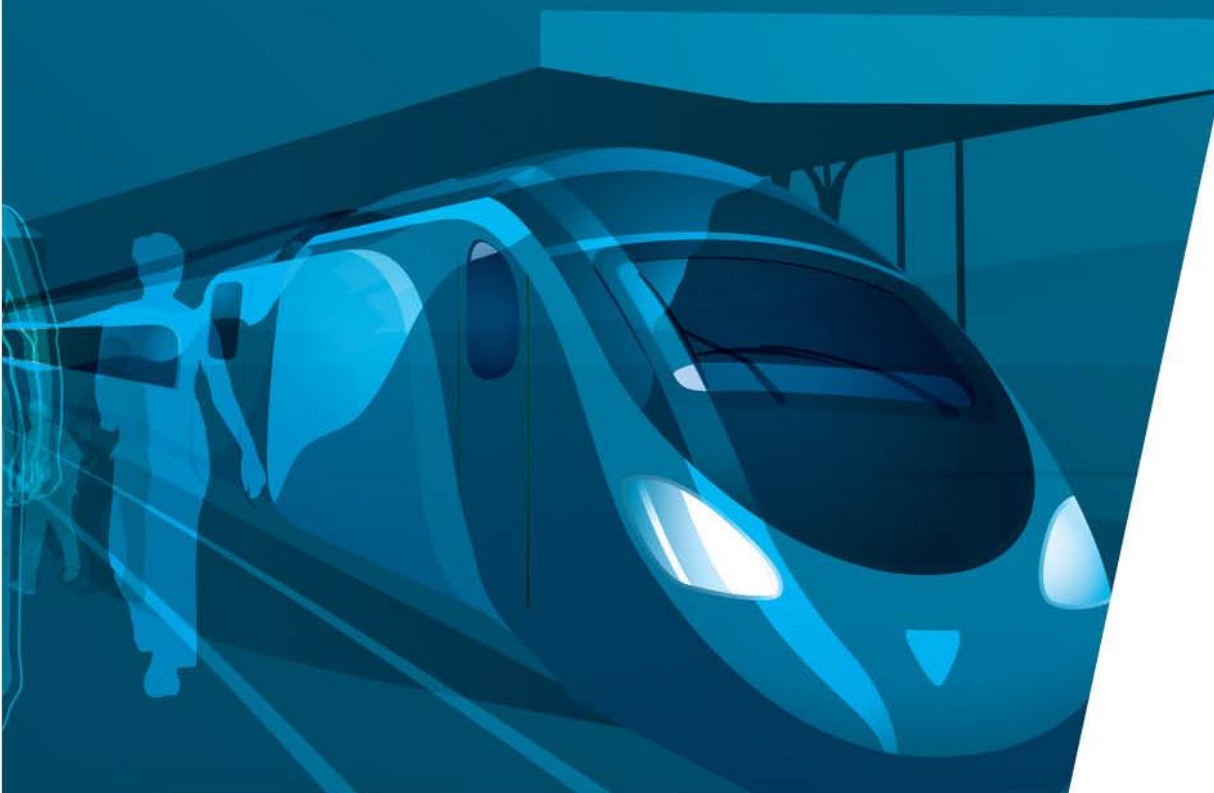


Chester Railway Station

Scheme of Station Improvements

*Application for Listed Building Consent – Heritage
Impact Assessment and Access Statement*

Date: November 2022



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1 Introduction

- 1.1 This Statement has been prepared by Network Rail in support of an application for Listed Building Consent in relation to proposed works at Chester Railway Station. The Station building and associated buildings are Listed, Grade II*. The development comprises:

“Scheme of station improvements including the relocation of the gate lines, proposed changing places WC, Ticket Serving Counter, room/customer facilities refurbishments, CIS screens, signage, Water Refill Unit and CCTV updates”

- 1.2 Chester Railway Station was first designated as Grade II* Listed in 1970, and subsequently amended in July 1998 and is within the Chester Conservation Area. It formed part of Chester and Holyhead Railway. The Station was first opened in 1848, following the construction of the original station which opened in 1840 by the Chester and Birkenhead Railway.
- 1.3 In terms of planning, the proposed works are on operational land, and are required to provide a service in connection with the movement of traffic by rail. This is permitted under Schedule 2, Part 8 of the Town and Country Planning (General Permitted Development) (England) Order 2015, as they are works required in connection with the movement of traffic by rail on operational land.
- 1.4 This Statement incorporates context regarding the proposed project, outlines the proposed works, detailed heritage considerations and assesses the proposal against relevant planning policy and other relevant material considerations. It is divided into the following sections:
- Site description, historical context and background;
 - Proposed development;
 - Planning policy framework;
 - Planning assessment; and
 - Conclusion.
- 1.5 The information contained within this planning statement should be reviewed in conjunction with the following plans and supporting material that have been submitted as part of the application:
- Appendix A: Site Location Plan
 - Appendix B: Historic England Listing Description
 - Plans included with this application below:

1.6 Table 1 Schedule of Plans

Plan Reference	Title
2999-CTR-LB001	Existing Station Plan
2999-CTR-LB002	Existing Site Plan Part 1
2999-CTR-LB003	Existing Site Plan Part 2
2999-CTR-LB004	Existing GA Plan Area A
2999-CTR-LB005	Existing GA Plan Area B
2999-CTR-LB006	Existing GA Plan Area C
2999-CTR-LB007	Existing GA Plan Area D
2999-CTR-LB008	Existing GA Plan Area E
2999-CTR-LB009	Existing Section AA and BB
2999-CTR-LB010	Existing Section CC and DD
2999-CTR-LB101	Proposed Station Plan
2999-CTR-LB102	Proposed Site Plan Part 1
2999-CTR-LB103	Proposed Site Plan Part 2
2999-CTR-LB104	Proposed GA Plan Area A
2999-CTR-LB105	Proposed GA Plan Area B
2999-CTR-LB106	Proposed GA Plan Area C
2999-CTR-LB107	Proposed GA Plan Area D
2999-CTR-LB108	Proposed GA Plan Area E
2999-CTR-LB109	Proposed Section AA and BB
2999-CTR-LB110	Proposed Section CC and DD
StIP-AME-ZZ-ALL-DDR-Z-CV-000014	Glasdon Phoenix Seat Foundation Details
StIP-AME-ZZ-ALL-DDR-Z-CV-000015	Streetmaster Cambourne Bench Foundation Detail
StIP-AME-ZZ-ALL-DDR-Z-CV-000020	Wybone General & Mixed Waste Bins Details
2999-CTR-LB202	Proposed Works Plans Part 1 - Full Scope
2999-CTR-LB203	Proposed Works Plans Part 2 - Full Scope
2999-CTR-LB302	Proposed Station CCTV Works - Part 1
2999-CTR-LB303	Proposed Station CCTV Works - Part 2
2999-CTR-LB402	Proposed Station CIS Works - Part 1
2999-CTR-LB403	Proposed Station CIS Works - Part 2
StIP-AME-ZZ-ALL-DDR-Z-TL-00001-P02 Typical CCTV Column	CCTV Detail

Plan Reference	Title
2999-CTR-LB302A Chester Station Proposed CCTV	CCTV Detail
2999-CTR-LB303 Chester Station Proposed CCTV	CCTV Detail
2999-CTR-LB 402A Chester Station Proposed CIS Design - Area A	CIS Area A
2999-CTR-LB 403A Chester Station Proposed CIS Design - Area B	CIS Area B
Site Location Plan 12500	Site Location Plan
Chester Station LBC Supporting Document	Heritage impact Assessment and Access Statement

2 Site Description, Historical Context and Background

Site Description

- 2.1 The application site comprises Chester Railway Station which is situated to the Northwest of Chester city centre. The site is located within the administrative boundary of Cheshire West and Chester Council. The station is managed by Transport for Wales.
- 2.2 Chester Railway Station is designated Grade II* Listed by Historic England. The Station is on the Chester Holyhead Line at CNH2 179.11 M.Chains. The site is also within the Chester Conservation Area.
- 2.3 The Station has seven platforms, platform 1 is a bay platform located at the east end. Platform 2 at the western end is another bay platform. Platform 3 is a through bi-directional platform and is closest to the concourse; it is split into sections 3a and 3b although on occasions a train will use the middle of the platform.
- 2.4 Over the bridge – or by way of lifts – is the island platform. Opposite Platform 3 is Platform 4, another through bi-directional platform, with sections designated as 4a and 4b. There are two east facing bays (Platforms 5 and 6). Platform 7 is an additional through platform, the only one with third-rail electrification

Figure 1: Aerial View of Chester Railway Station



Historical Context

- 2.5 The original station was completed in 23 September 1840, and was opened by the Chester and Birkenhead Railway, and one week later the Grand Junction Railway opened a separate station. Neither was open for long, due to the inconvenience of transferring goods and passengers between them. They were replaced by a new union station (shared by two railway companies) at the junction between the CBR, GJR and Robert Stephenson's new Chester and Holyhead Railway (CHR) which started at the union station.
- 2.6 The station was designed by Architect Francis Thomson and constructed by Thomas Brassey. Construction started in 1847 and was officially opened in 1848 and was welcomed due to the wide range of destinations that could be reached.
- 2.7 It has a 305-metre two-storey façade with a 15-bay central section and 5-bay lateral projecting pavilions, each of which have two towers. A large clock, manufactured by J. B. Joyce & Co on the front of the station was originally located centrally, but was moved to the western half of the façade following the construction of the Queen Hotel, which obscured it.
- 2.8 As first built, the station had a single through platform, a pair of bay platforms, and the main building. Early on, it became highly trafficked, partially due to its position as a junction between multiple lines and railway companies. In its first few decades of opening, it was expanded via the construction of sidings, warehouses, signal boxes and two motive power depots to service steam locomotives that belonged to different railway companies. To accommodate the increasing

number of passengers and freight in the 1860s and 1870s, the station was extended again. Two island platforms, two bay platforms, and additional facilities connected via a footbridge to the existing station were completed by 1890.

- 2.9 Chester Railway Station is Grade II* Listed (in 1970) and amended in 1998. The full listing description is included within Appendix 2.

Historical Significance

- 2.10 Assessing ‘Significance’ is the means by which the cultural importance of a structure or place and its component parts is identified and compared, both absolutely and relatively. Annex 2 of the National Planning Policy Framework (February 2019) defines ‘Significance’ as “The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting”.
- 2.11 Historic England have listed the station and footbridge together, the full listing description is proposed in Appendix 2. The reason for the listing is the fact that the buildings architectural and historic value to the railway.
- 2.12 The application seeks to provide sensitive and appropriate station improvements to facilities for users and passengers of the station and buildings. Care has been taken in developing a scope of works which has no permanent impact on the historic fabric of the listing building, and all elements of the works are reversible in nature.

Planning History


- 2.13 The following planning history has been identified on the Council’s online search in relation to the application site:
- Listed Building Consent for the installation of 2 platform ticket validators to platforms 7a and 7b. 4th January 2021 (approved 21/00031/LBC)
 - Listed Building Consent for three replacement Ticket Vending Machines in the main Concourse of the station and one new ticket machine on platform 3. 6th October 2020 (Approved 20/00936/LBC)
 - Listed Building Consent for a free-standing lectern-style interpretation panel. 19/04518/FUL (approved)
 - Listed Building Consent for two flexidome camera and associated equipment on platform 7. 19/03273/LBC (approved)
 - Listed Building Consent for platform 7 alterations 18/04625/LBC (approved)

- Listed Building Consent for re-wire of station electrical distribution system, lighting enhancements and associated works. Installation of arcade wall parapet capping. 18/02160/LBC (Approved)
- Listed Building Consent for alterations to the existing ATM aperture and installation of a new ATM. 16/04883/LBC (Approved)

3 Proposed Development

3.1 This application seeks Listed Building Consent for a Scheme of station improvements including the relocation of the gate lines, proposed changing places WC, Ticket Serving Counter, room/customer facilities refurbishments, CIS screens, signage, Water Refill Unit and CCTV. The details of the proposal are described below and should be read in conjunction with the proposed plans and documents submitted as part of this application:

Proposal	Proposal Description	Detail and justification
Changing Places WC	A new changing places toilet will be constructed off the concourse, adjacent the current toilet facilities.	<p>The Changes Places toilet will be created by removing internal non-bearing walls currently used as an electrical room and fitters' office. Once these internal walls are removed, a new door will be installed into the existing WC lobby to allow access.</p> <p>There are currently double doors into the fitter's room, which will become the changes places toilet, which open from the concourse. We propose to retain these doors, so the external appearance from the concourse will remain unchanged, however the doors will be retained and protected but blocked off from accessing the changing places toilet.</p> <p>The changing places WC will have access to a sink, toilet, and shower as per the requirements.</p>
Gate Line Alterations	New and existing automatic ticket gates to new alignment on the concourse with new metal framed barriers to each side to comparable to existing design.	<p>Alongside the new and existing automatic ticket gates to new alignment on the concourse, there will be a requirement for a new staff-controlled entrance to suit the new gate line.</p> <p>As part of the new gate line relocation there will be a requirement to patch repair the existing terrazzo tiles flooring on a like for like basis. Repair to this flooring have recently been carried out elsewhere, and matching flooring is available for replacement on a like for like basis.</p> <p>The new gate line will require alternative CCTV provision as proposed in the attached plans.</p>
New ticket machines and ticket machine relocations	<p>2x no. new ticket machines are proposed to replace the existing ATM set into the arch under the stairs from the concourse.</p> <p>3x no. relocated ticket machines to be located either side of the arch under the stairs.</p>	<p>These ticket machines are currently situated within the concourse area, creating a cluttered general appearance, along with queuing into area of public access routes. The relocation of these machines against the wall, and where possible recessing them into the arch while mitigating any requirement to amend the original fabric provides a clearer and less cluttered concourse area, enhancing the general character and appearance of the concourse area.</p> <p>Reduced height ticket machines are proposed for use in the arch, enabling the full architectural detailing to be exposed, enhancing the general character and appearance.</p>
New Ticket Serving Counter and Office	Proposed new customer information and ticket desk within the concourse are, including a back-office area located within arch.	The ticket desk will be located on the concourse and will be the main customer service and assistance desk for the station building. The ticket desk will have an office space located within the arch.

Proposal	Proposal Description	Detail and justification
Concourse Seating	Proposed Green Furniture Concept Nova C seating to the concourse area	This seating provides a freestanding, removable contemporary seating to the centre of the concourse area and provides a visual draw to the western concourse area. No fixing to the floor is required.
Platform 4 WC refurbishment	Refurbishment of platform 4/7 consisting of accessible male and female toilets.	The current toilets are relatively modern and formed part of a refurbishment carried out within the last 10 years. The proposals here are to update facilities, including assessable toilets. The works only include works to the modern fittings, and not structural or drainage changes are proposed as part of this scheme.
Concourse Toilet Refurbishment	Refurbishment of concourse toilets.	The current toilets are relatively modern and formed part of a refurbishment carried out within the last 10 years. The proposals are to update facilities, including assessable toilets. The works only include the modern fittings, and no structural or drainage changes are proposed as part of this scheme.
Platform 4/7a waiting room refurbishment	Proposed new seating to replace existing modern seating, and new vinyl flooring.	No impact on the character and appearance of the listed building or fabric.
Concourse Clock	Clock to be fitted within the concours.	Currently propose to fit a traditional drum clock with clear time markings as shared with your authority. 
CIS Screens	Updated CIS throughout the station replacing the now life expired assets.	Fixing locations will be the same as existing, any new fixings will be made into the mortar connections of the structures, or not intrusive clamping will be used.
Signage and rebranding	Signage rationalisation and reduction throughout the station. New signage to be erected with the TFW branding.	See Chester Station - Proposed Signage A3 Rev 1.1
CCTV	New CCTV system	A new CCTV system is proposed across the station area as outlined in the attached plans with this application.
Benches and Bin Replacements	Intend to install new benches across platform 3,4b, and 7.	Heritage style benches called the Glasdon Phoenix Seat (StIP-AME-ZZ-ALL-DDR-Z-CV-000014-B01) are proposed to all heritage locations within the station. Any existing original heritage benching will be refurbished on a like for like basis and retained in situ. In more modern areas of the station area, it is intended to use the Streetmaster Cambourne Bench (StIP-AME-ZZ-ALL-DDR-Z-CV-000015-B01). These locations are namely the ends of platform 6,5,3a and 1 in area of more modern appearance.

Water Refill Unit	Proposed water refill unit to be installed in the WC Lobby Area	Providing free water refills to visitors and passengers. No supporting modifications are required to the fabric of the building to facilitate its installation.
Cycle Stands and repair station	Cycle locking stands and repair station	Located to the western concourse entrance.

4 Planning Policy Framework

- 4.1 This section provides a summary of the relevant national planning policy guidance and local planning policy relevant to the proposed development.
- 4.2 The application site falls within the administrative area of Cheshire West and Chester Council. The ‘Development Plan’ currently comprises the adopted Cheshire West and Chester Local Plan Part One adopted on the 29th January 2015 and Part Two adopted 18th July 2019.
- 4.3 Other relevant policy documents include:
- Planning (Listed Buildings and Conservation Areas) Act 1990;
 - National Planning Policy Framework; and
 - National Planning Policy Guidance.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.4 Planning (Listed Buildings and Conservation Areas) Act 1990 for both England and Wales sets out the government policy and guidance to Local Planning Authorities on the operation of the planning system and identification and protection of historic buildings, conservation areas, and other elements of the historic environment.
- 4.5 Section 66 of the Act requires Local Planning Authorities, in the consideration of whether to grant permission for development which affects a Listed Building or its setting, to have special regard to certain matters, including the desirability of preserving the listed building or its setting, or any special features of architectural or historic interest of which it may possess.

National Planning Policy Framework

- 4.6 The revised National Planning Policy Framework (NPPF) was published in February 2019 and is a material consideration in planning decisions. The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The relevant paragraphs within the NPPF are set out below.
- 4.7 Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 provides three overarching objectives which should be pursued in mutually supportive ways which are an economic objective, social objective and environmental objective.

Achieving well-designed places

- 4.8 The NPPF at Section 12 sets out the importance attached to the good design of the built environment. Paragraph 124 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.9 It advises at Paragraph 127 that planning policies and decisions should aim to ensure that

developments meet several design characteristics and ensure developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.

Conserving and enhancing the historic environment

- 4.8 Section 16 of the NPPF sets out national policies in relation to conserving and enhancing the historic environment. Paragraph 184 defines heritage assets from sites and buildings of local historic value to those of the highest significance.
- 4.9 Paragraph 185 of the NPPF requires that the plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most risk through neglect, decay or other threats.
- 4.10 Paragraph 189 advises that in determining applications, Local Planning Authorities (LPAs) should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 4.11 Paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence any necessary expertise.
- 4.12 In determining planning applications, the NPPF advises at Paragraph 192 that the local planning authority should take account of:
- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
 - The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - The desirability of new development making a positive contribution to local character and distinctiveness.
- 4.13 Paragraph 193 advises that in 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). Significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (Paragraph 194).

4.14 The NPPF advises at paragraph 195 that 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:*

- *The nature of the heritage asset prevents all reasonable uses of the site; and*
- *No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- *The harm or loss is outweighed by the benefit of bringing the site back into use.”*

4.15 In cases where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, Paragraph 196 of the NPPF states that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

National Planning Policy Guidance

4.16 The National Planning Policy Guidance (NPPG) was launched on the Department of Communities and Local Government's website in March 2014. The NPPG supports the NPPF and provides guidance on the consideration and determination of planning applications and various technical and procedural matters, supporting the overall implementation of the policies contained within the NPPF. The following NPPG extracts are considered relevant to the proposed development.

4.17 The NPPF and NPPG define historic significance as “the value of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence, but also from its setting”.

4.18 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 additions to historic buildings where those additions are inappropriate and harm the buildings' significance”*.

Local Planning Policy

Development Plan

4.19 As set out above, the 'Development Plan' comprises the Cheshire West Local Plan (LP) Part One, adopted in January 2015 and the Local Plan Part Two adopted in July 2019. Supplementary

Planning Documents are also considerations including the Chester Station Gateway Design Guide and Conservation Management Plan adopted in March 2008.

- 4.20 Part one of the Local plan addresses the strategic approach in the local authority. Policy STRAT 10 outlines the key priorities transport related development, namely, to develop reliable and efficient services, reduce carbon emissions, provide a safer and more secure transport and enhances quality of local environment. The scheme subject to this listed building consent has focused on improving the experience of passengers and customers of Chester Station and complied with this policy accordingly.
- 4.21 Policy ENV5 outlines the local authority's priorities for the historic environment and outlines the protection of the asset and it's setting accordingly. The proposals subject to this application have been designed to have minimal impact on the historic asset, which all works being reversable and namely only require alteration to modern elements of the Grade II* listed building.
- 4.22 The Local Plan (Part Two) provides the land allocation and detailed policies. There are a number of detailed policies that are applicable to the determination of this application, namely CH1 and protecting the historic core and setting of Chester for all developments.
- 4.23 Chester Station falls within the Chester Station Conservation Area, and therefore it is pertinent to consider Policy CH5 covering the aspirations and priorities for Chester Conservation areas, ensuring that schemes are sensitively designed and is visually appropriate.
- 4.24 Policy T3 outlines the specific aspiration for Railway Stations within the local authority area, identifying improvements to capacity at Chester as a key area of enhancement prioritised by the local authority. The scheme subject to this application has been designed to increase the capacity of the station's concourse, improve wayfinding, and improve the services and facilities within the station to provide an overall betterment to the railway station.
- 4.25 Policy DM47 is a detailed policy that outlines the requirements under the local authority for the management of development to listed buildings. The key elements of this policy are to conserve the significance and securing its optimum via use and preserve or enhance the listed building.
- 4.26 The Supplementary Planning document Chester Station Gateway Design Guide and Conservation Management plan aims for the management of this key conservation asset. The guide provides information on the aspirations, key historic features and aspiration for enhancements and improvements to the area. The scheme subject to this listed building consent has considered this document fully, using its aspirations to drive the station improvements proposed as part of this listed building consent application.

5 Planning Assessment

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

The Need for the Work

- 5.2 The existing Railway Station has received a significant scheme of improvements within the last 15 years, however some of these works require improvement or replacement in order to serve the modern operational use of the railway station. Some elements of the station are currently in a poor state of repair and require an immediate scheme of improvements to ensure the user experience reflect the importance of the Grade II* building. While carrying out the replacement and improvement of key facilities, we propose to rationalise key elements of equipment and signage, such as CIS, CCTV, Ticket machines and providing key accessible facilities.
- 5.3 The ticket line and customer service counter are currently in a compromised location, causing user issues, queuing and minimal engagement via the customer service counter. The proposals subject to this application aim to improve the customer experience, providing a clear route of service and assistance, allowing for a more accessible concourse.
- 5.4 There are currently no changing places facilities at the station, and the proposals seek to secure an appropriate area within the existing building to facilitate these key facilities for our users. The area identified is within the existing concourse building and requires minimal works to the historic fabric to facilitate the facility.
- 5.5 The signage at the station currently has a mix of colours, train operating companies and is duplicated in a number of areas. The proposed signage and rebranding scheme is designed to uniformly integrate the TfW branding into the station, while significantly reducing the prominence and number of wayfinding signs while ensuring an easier navigation experience for passengers.
- 5.6 The seating arrangements at the station are currently considered to be minimal, and therefore as part of this scheme we have proposed to provide an increase in seating solutions across the station. These have been designed to reflect the historic character of the station, while providing a significant improvement to users.

Design Considerations

- 5.7 The works as proposed as part of this application have been designed to minimise the loss of historic fabric, avoiding the replacement of any elements of the original building. Instead, the works focuses on modern elements of the station, not considered to contribute the historic significance of the building.
- 5.8 Where possible, works have been proposed on a like for like basis, using authentic materials and designs to safeguard the operational use requirement for the building, while maintaining its overall character and appearance.
- 5.9 The design has been progressed with the anticipation of avoiding any further significant interventions other than general maintenance for a period of in excess of 20 years,

safeguarding the operational future of this key historic infrastructure.

Access

- 5.5 Temporary access between the platforms will be provided through the works where required.

6 Conclusion

- 6.1 Network Rail is seeking Listed Building Consent for the a scheme of station improvements including the relocation of the gate lines, proposed changing places WC, Ticket Serving Counter, room/customer facilities refurbishments, CIS screens, signage, Water Refill Unit and CCTV upgrades.
- 6.2 Chester Railway Station is designated as Grade II* Listed in 1970 and alterations therefore require Listed Building Consent.
- 6.3 The policy analysis and assessment of the proposals within this statement have demonstrated that the scheme is policy compliant. The design and engineering solutions have been chosen to ensure the works is fully in line with key conservation principles.
- 6.4 The works subject of this Listed Building Consent application do not require planning permission as these works fall within Network Rail's permitted development rights under Class A, Part 8, Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015, as such whilst we are satisfied that the proposed works will not have an adverse impact on the surrounding properties at the station it is not an issue for when the LPA is considering whether to grant Listed Building Consent for these works.
- 6.5 Overall, Network Rail consider that the proposed development is in accordance with the relevant local, national and heritage policies set out in this Supporting Statement. We therefore trust that Cheshire West and Chester Council will support the proposals submitted under this application for Listed Building Consent.

Appendix B: Historic England Listing Description

Location

Statutory Address: CHESTER RAILWAY STATION, STATION ROAD

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

District: Cheshire West and Chester (Unitary Authority)

Parish: Non Civil Parish

National Grid Reference: SJ4131866980

Details

SJ4166 1932-1/6/266 31/07/70

CHESTER CITY (EM) STATION ROAD (North side)

Chester Railway Station (Formerly Listed as: CITY ROAD Chester General Station Entrance (including Mold Wing))

II*

GV

Railway station, offices and shop. 1847-8. By CH Wild and Francis Thompson, with some involvement by Robert Stephenson; the contractor Thomas Brassey. Stone-dressed pale brown brick; slate and glazed roofs. Italianate style. PLAN/EXTERIOR: 2 storeys to front; a long, symmetrical central block with end pavilions plus a 10-window right wing, a shorter left wing and the Mold Wing set forward with a 2-storey 6-window section then a 12-bay train-shed. The very long overall facade is architecturally homogeneous, punctuated with projecting pavilions. 4 cast-iron columns support glazed entrance-canopy with trusses on ornate arched brackets. A shallower canopy of 4 bays right and 3 bays left on cantilevered wrought-iron brackets. A plastered groin-vaulted loggia under the left pavilion; the right pavilion contains offices. The ground-floor windows are round-arched with large margin-paned sashes in moulded stone cases. Margined 12-pane sashes to first floor have pedimented cases. The pavilions have emphasised detail including balconies, and corner turrets with paired round-arched openings. The central sashes are tripartite. The wings are expressed similarly to the central range; all have friezes and cornices. The Mold wing, far left, expressed similarly to the other facades, its 3-window right end facing the main station forecourt and the long side of the offices plus the former train-shed parallel with the main frontage. It has boldly corniced chimneys. INTERIOR: the entrance and former public rooms, including refreshment room where in 1859 "the utmost wish of your soul" could "be incontinently gratified" (T Hughes - *The Stranger's Guide*) are stripped or covered. The concourse has round-arched doorways and windows to former public rooms and offices and brick basket arches and round arch to platforms; glazed roof. A grand stone-dressed brick stair to each end of the iron lattice-girdered footbridge linking near and far platforms. Platforms 4 and 7 form an island between tracks with accommodation in two pavilions, of 11 and 13 bays

respectively, of stone-dressed brick with doors and margin-paned sashes in round-arched openings. The main canopy has twin ridges running parallel with the tracks. The inner edge is carried on a brick arcade running between the second and third track of the main line. The valley between the ridges is on 5 cast-iron columns between the pavilions. The outer edge is on a lattice girder and stanchions. The north bay platforms have a C20 canopy. HISTORICAL NOTE: at first the station served several railway companies and until closure of Chester Northgate Station c1969 was named Chester General. (The Buildings of England: Pevsner N & Hubbard E: Cheshire: Harmondsworth: 1971-: 159; Bartholomew City Guides: Harris B: Edinburgh: 1979-: 166-7).

www.networkrail.co.uk