

Rochdale Station Square (20/01551/FUL)

Discharge Condition 07

March 2025

Version Control

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1 Introduction

Rochdale Station Square is a new public realm scheme outside the northern entrance of the railway station which will provide a new gateway to the town and a catalyst to the regeneration of the Station Area. Arcadis have been appointed as to progress the scheme from the concept within the permission through to Detail Design, with construction programmed to commence within the first quarter of 2025.

Planning permission (20/01551/FUL) was granted in July 2023, subject to conditions, which the Arcadis team are currently in the process of seeking to discharge.

1.1 Purpose of Report

The purpose of this report is to address the matters raised in Condition 07 (Compliance with Crime Impact Statement) of the planning permission and seek permission from the Local Planning Authority to discharge this condition. This report will demonstrate how RSSq responds and implements those measures with Section 3.3 and Section 4 of the Crime Impact Statement (CIS) with regards to the design stage.

1.2 Requirements of Condition 07

Condition 07 of planning permission 24/01551/FUL states:

Prior to the commencement of development, a statement and design details setting out how the approved development will comply with the design guidelines set out in sections 3.3 and 4 of the Crime Impact Statement submitted with the application shall be submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved details.

2 Compliance with CIS Recommendations

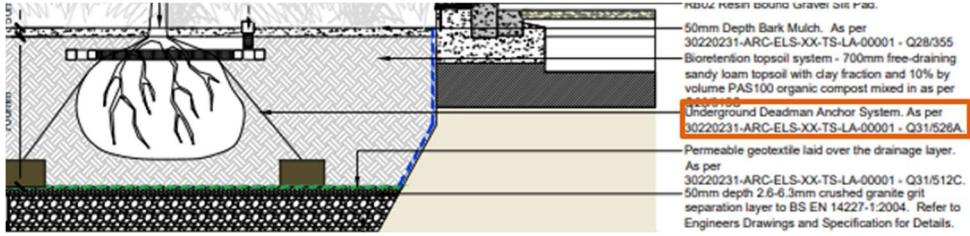
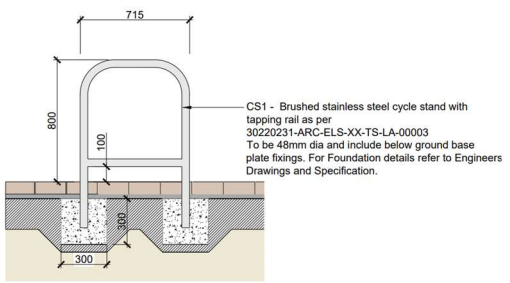
Condition 07 sets out that the design of RSSq is to comply with the recommendations set out in Section 3.3 and Section 4 of CIS.

Table 1 provides a summary of each of the recommendations from each section and provides a response as to how the design has responded / is in compliance with those recommendations, where appropriate given the current stage of implementation.

Table 1 – Summary of Recommendations & Responses

CIS Ref	Recommendation	Compliance with CIS Recommendation / Response
		<u>Maintenance / Street Cleaning</u> During the development of the detailed design the Design Team consulted with RBC Environmental Management Team (EMT) to discuss maintenance requirements and specifications, including general street cleaning; emptying refuse bins; clearing rubbish from any planted areas; and tree and plant maintenance. The detailed design responds to these specifications and requirements to ensure that the scheme can be maintained safely and efficiently once implemented.
3.3.1	In conjunction with railway, Metrolink and NHS, deploy of street cleaning / security / maintenance staff daily to greet and direct visitors, ensure public realm is very well presented, and to monitor activity and report issues.	It has been agreed with Nye Bevan House and Network Rail that RBC EMT will undertake routine cleaning and maintenance for the areas of the square that extend into the curtilage / landownership. <u>Security</u> The detailed design includes for the provision of 2 additional cameras that will be integrated into the Council's existing CCTV system. The location and technical specification of these additional cameras was provided to the Design Team by the Council's CCTV delivery and operational consultant following consultation with the Council's Head of Community Safety & Resilience. The forecourt of Nye Bevan House currently has 2 x CCTV cameras located on its northern and southern boundary and these are retained. Network Rail will retain their 4 x CCTV cameras that are attached to the wall of the railway viaduct to the west of the station entrance. TfGM Metrolink will retain their 2 x CCTV cameras located on dedicated poles at either end of the platform.
3.3.2	Location of and design of street furniture should be such that maintenance of it, and the space around beneath are easily maintained.	The maintainability of the proposed street furniture, specifically the raised planter with integrated seating and public art plinth with seating, have discussed with the Council's EMT and their recommendations have been incorporated into their detailed design. This includes recommendations around reducing the spacing around the bench slats to reduce opportunity for litter to be 'squeezed' into the gaps. All major items of street furniture, including the raised planters; raised planters with seating; seating cubes; public art plinth with seating; and gateway markers have been designed to have flush connections to the ground to avoid litter being trapped / placed underneath creating complications for cleaning.
3.3.3	Street furniture should be designed to withstand casual acts of vandalism	Off-the-shelf street furniture has been selected with robustness of the products, with suppliers selected who have tried and tested products to an appropriate level of robustness to withstand the rigors of day-to-day life within busy urban areas. The bespoke elements, such as the raised planter benches and seating cubes, are faced with granite which is renowned for its strength and hardness to resist vandalism.
3.3.4	Proposed bicycle storage shelter should be extremely robust with a self-closing, self-locking door that is controlled by cycle hub members' fob. Consider combining the store with a retail outlet – coffee/snack bar to maintain a staff presence throughout the working day at least.	The type of bike storage shelter, close to the northern entrance to Rochdale train station, has been specified to be capable of being fitted capability to incorporate a secure locking system the type of which would be specified by either TfGM or the Council depending on which organisation takes on the active management of a security scheme. Discussions are continuing with Transport for Greater Manchester around the potential to include this facility within their Cycle Hub Scheme as a replacement for the previous facility in the area. At the time of writing TfGM are undertaking a comprehensive review of their Cycle Hub scheme and the Design Team awaits the outcome and further advice / guidance.
3.3.5	Cycle parking stands should be introduced in phases to reflect a growing demand with stands located in the most supervised spaces in the public area, for example, alongside the Metrolink station seem the most appropriate, with the stands on the less supervised space on Station Road installed in the future should demand arise.	Cycle parking is located within the main body of the square or outside busy land uses, such as Worldwide foods to encourage cycling rather than in response to cycle growth. There is space around the square and close to the train station entrance to place more cycle stands should demand increase. There are also plans to provide additional cycle parking, including a Mobility Hub located within the proposed Multi-Storey Car Park (MSCP), to the south of Rochdale train station.
3.3.6	To avoid conflict and accidental damage, cycle stands should not be placed too close to car parking bays.	Cycle stands are mainly located within the square or close to the entrance of the train station and all locations a reasonable distance from car parking spaces.

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3.3.7	Signage focusing on a more constructive approach to encourage a sense of ownership and engagement with the space user groups. To achieve this, signage should be positive, informative and encourage people to enjoy the space.	The design brief for RSSq does not include for information signs or wayfinding. These will be considered as part of the wider wayfinding strategy for Rochdale town centre. The scheme proposes the relocation of the existing information board and finger sign, both on Station Road (east).
3.3.8	Improved lighting and increased legitimate activity will allow for greater surveillance of the streets and spaces during the hours of darkness.	The functional lighting of the square and adjacent streets that are within the scope has been undertaken by Oldham and Rochdale Street Lighting PFI taking account of the requirements to create a safe and attractive space for all modes and users during the hours of darkness. The functional lighting scheme is complemented by architectural lighting scheme. The longer-term plans for the Rochdale Station Area include the redevelopment of a number of strategic sites on the periphery for mixed use residential with commercial uses, such as food and beverage, on the ground floors that will increase footfall in the area and also provide natural surveillance.
3.3.9	Due to the poor spread of light, bollard lighting is not encouraged.	Bollard lighting is not specified for the scheme.
3.3.12	Residents, local schools and colleges, transport organisations and users, and employees of neighbouring businesses should be encouraged to participate in the care and maintenance of the facility, and the organisation and attendance at events.	In addition to providing a new and improved gateway that enhances the arrival to Rochdale, RSSq also was envisioned to provide a new civic space that is: a) A focus and space for the existing and new community to congregate and to potentially host local events. b) A backdrop and space for existing and future businesses to 'spill-out' into the pedestrianised area providing positive activation that enhances the attractiveness and security. The design team have consulted with the Council's Culture and Placemaking Team (CPT) to incorporate measures within the detailed design that facilitates the aims above. High-quality design and proactive maintenance are hoped to provide a space that encourages a sense of civic pride within local stakeholders to achieve the objective of the recommendation.
3.3.13	Metrolink, Network Rail, the NHS and the Council, should continue to engage with the Neighbourhood Police Team to ensure that information and problems continue to be shared and, where appropriate, solutions to issues arising are considered by all parties and carried out in partnership.	Noted and this request has been shared with the stakeholders mentioned.
4.1	a) Access into the cycle store should be secured with a PAS24 or LPS 1175 rated door, or steel-bar gate. In either case it should be fitted with a fob-operated, electronic lock that has a 4500 Newton holding force, and is self-closing and locks upon closure. b) The cycle store should be fitted with Sheffield stands to allow cyclist to secure the frame and wheels.	a) The secure cycle storage unit (cycle hub) has been specified with a door that meets the standards quoted. It is envisaged that the cycle hub would enter into TfGM's Cycle Hub scheme and be secured to their standards / specifications. However, a decision on this is yet to be taken and the cycle hub may be unlocked as there are no alternative schemes / providers to manage it on a day-to-day basis. b) The type of stands that have been specified for inclusion within the cycle parking have been specified as Sheffield Stands.
4.2	Where glazing is used, laminate glass to at least P4A should be installed.	No glazing is proposed within the scheme.

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4.3	a) Planting should not exceed 1000mm in height, and tree canopies should fall no lower than 2000mm from the ground. b) Street furniture, steps and balustrades should take account of possible damage from skateboarders and stunt scooters. c) Avoid the use of tree stakes by using an underground guying system. Irrigation systems/pipes should include tamper-proof coverings to avoid potential criminal damage/blockage. d) The use of loose surface materials should be avoided. e) Cycle parking stands should securely anchored to a concrete foundation and allow the cyclist to secure both wheels and the frame. f) Fixed and rising security bollards should, ideally, be successfully tested to PAS 68.	a) These parameters have been taken into consideration in terms of the choice of species of planting and have been set out in the landscaping specification document '<u>30220231-ARC-ELS-XX-TS-LA-00001 NBS Landscaping Specification – S02.1</u>' to take into consideration in the post-implementation maintenance regime. b) The wall planters and benches have been specified to incorporate anti-skateboarder cut lines. c) All tree planting has been specified to incorporate underground guying, as shown in the detail below, and the irrigation system specified to have secure capping at the points for watering.  d) No loose surfacing such as gravel, other than soil for the raised planters, is specified. e) Sheffield stands secured by a concrete foundation have been proposed, as shown in the detail below.  f) The fixed bollards and concrete seating blocks that are positioned around the edge RSSq have been specified in accordance with the outputs from a Vehicle Dynamic Assessment (VDA) to mitigate the use of a vehicle as a weapon.
4.4	a) External lighting should be provided in accordance with BS 5489. The spread of lighting should be evenly distributed with no areas of shadowing or pooling. Levels should be sufficient to support the CCTV system. b) Fittings should produce 'white' light.	a) The street lighting for the entire scheme has been designed and specified by the contractor appointment by the Council to oversee the PFI contract for street lighting. All lighting is in accordance with the standards specified in their contract, including BS5489. b) Lumina fittings for the street lighting will be white light.
4.5	Signage should be consistent throughout the area. It should help direct pedestrians and cyclists to the safest/most convenient routes to and from key areas of the town.	The current wayfinding that is located within and around the station area is to be repositioned, so they have greater visibility for people arriving into the Square. A more comprehensive wayfinding strategy / guidance for Greater Manchester is being prepared that will guide the development of a wider town centre wayfinding strategy that includes RSSq that the Council are preparing.

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