

Design & Access Statement with Heritage Statement

Produced by SEED Architects in support of the Full Planning Application for the Forecourt Entrance Canopy Proposal at Rochdale Train Station

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SEED
Architects

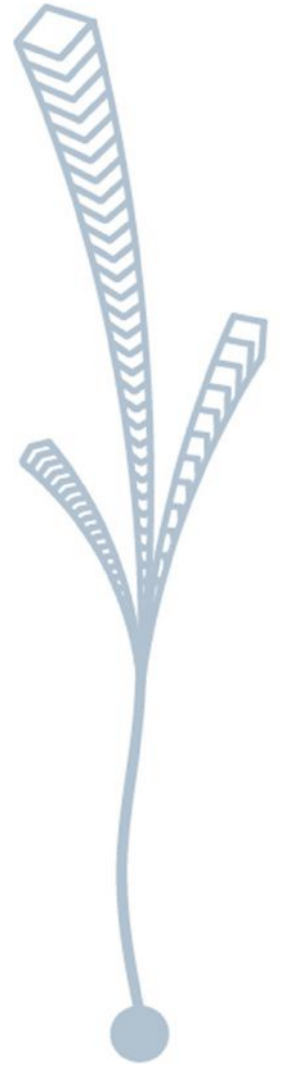
Rochdale
Development
Agency



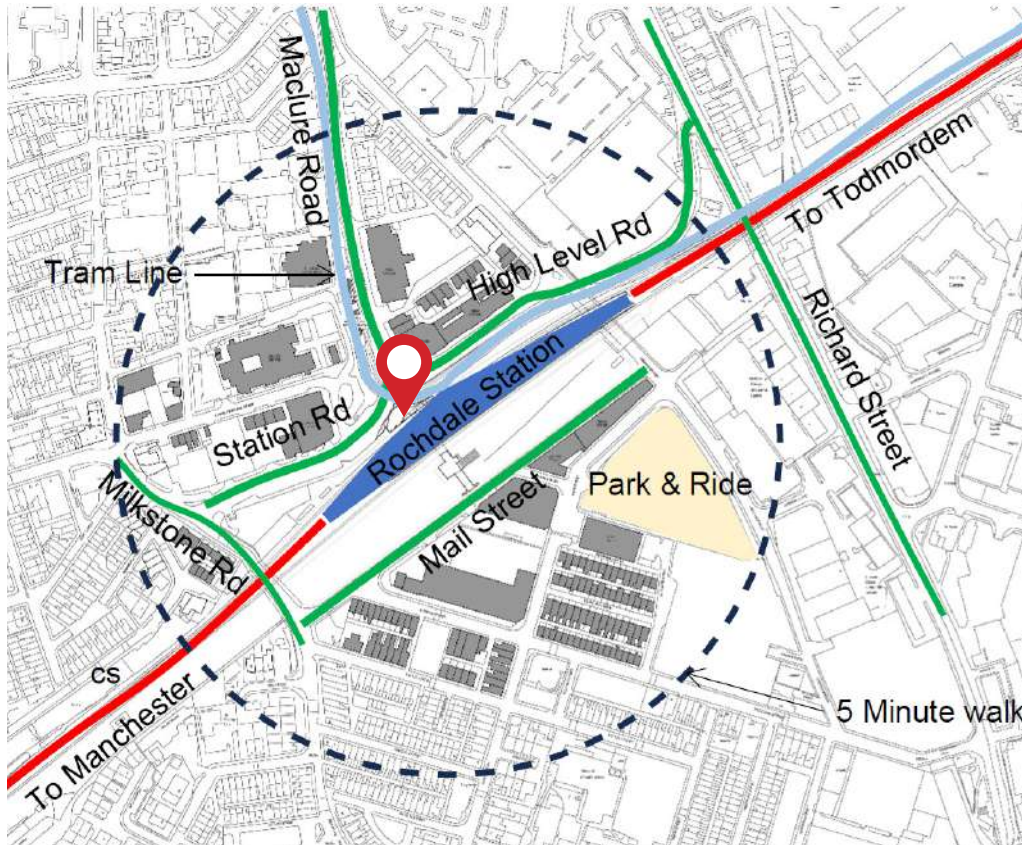
Above: Existing Rochdale Train Station North Entrance

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INTRODUCTION



Location Diagram



- The Site

PURPOSE OF THIS DOCUMENT

This document is in support of a full planning application for the proposal of the new Forecourt entrance canopy at the North entrance to the Rochdale railway station.

The project seeks to replace the existing entrance canopy with the new design to enhance the entrance visibility and provide interest and landing mark to the local area.

The proposal outlined in this document considers the context of the new design and its' impact on the existing Rochdale Station building and the emerging local vision for the area.

Location

Rochdale Railway Station
Station Road,
Rochdale, Lancashire,
OL11 1HY

The proposed site is the North entrance to the station adjacent the Station Road and High Level Road leading into the Station Underpass.

CONTEXT



From Rochdale Online - 3D Artistic Visualisation - Station Square Transformation

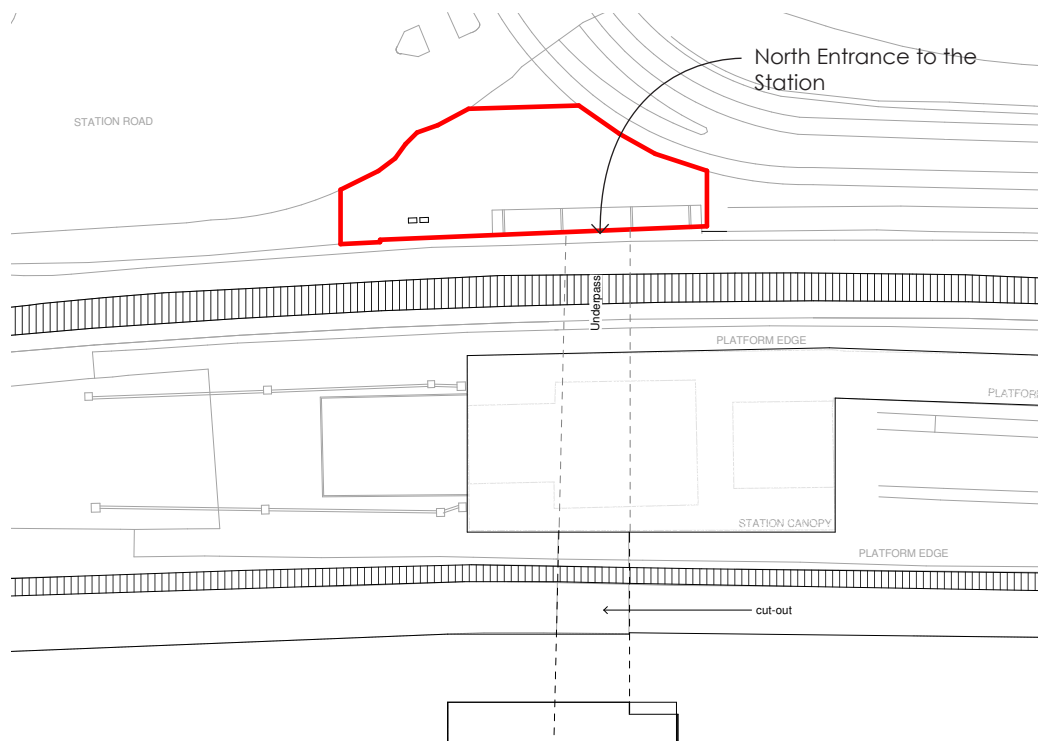
<https://www.rochdaleonline.co.uk/news-features/2/news-headlines/152793/station-square-transformation-granted-planning-permission-%E2%80%93-despite-losing-out-on-%C2%A320m-%E2%80%98levelling-up%E2%80%99-cash>

PLANNING APPLICATION CONTEXT

An outline planning application for the reordering and modernising the Station Square has been submitted and approved by the Rochdale Council in July 2023 (22/01551/FUL). This planning application outlined the wider proposal for the Station Square illustrating a revamp of the pedestrian and traffic routes, provision of more greenery and place-making to the square. It encompassed the wider vision for the area seen in the illustration to the left.

The proposal being sought in this design and access statement and submitted drawings relates to the North entrance to the Rochdale station, which is facing the station square.

The proposal for the canopy is part of the enhancement works Network Rail is planning to do for the Rochdale station underpass (the underpass works are not part of this application).



Existing Site Plan
(not to scale)

EXISTING SITE

Situated within a major infrastructure junction point, the north entrance to the railway station serves as a crucial gateway for commuters and visitors alike. The existing site plan highlights the station's proximity to key amenities, such as bus and Metrolink tram routes which enhance the accessibility of the station.

The Railway Station's north entrance history reveals a blend of historical significance and contemporary functionality.

However, challenges such as dated aesthetics and issues with signage and way-finding are identified.

USE

The current use of the existing entrance is not proposed to be changed - the proposal is to visually improve the visibility and the identity of the station entrance retaining the original use.



Rochdale Station North Entrance

<https://www.networkrailmediacentre.co.uk/resources/entrance-to-rochdale-station>



Rochdale Station in its original built form

HISTORY

Rochdale has railway history dating back to 1839 when the first station was built. It was part of the original mainline connecting Manchester and Leeds. The current station is the second railway station, opened in 1889 to better cope with passengers and freight demand.

The station was built with two long island platforms with two bays. There was a low frontage building with a small clock tower and several buildings on the platforms. The station has undergone various changes and modernizations throughout its lifetime.

By 1964 the clock tower had been removed and in the 1970s the Victorian buildings and platform canopies were demolished. In 1979, a new yellow brick entrance building was constructed and the 8 platforms were reduced to 3. The only remnants of the Victorian station are ironwork on the abandoned island platform and the glazed brickwork in the underpass.

Beyond its role as a transportation hub, Rochdale Station holds local importance as a landmark and a symbol of the town's historical connections to the railway industry and the broader transportation network.



Rochdale Station - 1980



Rochdale Station - 2022

NON-DESIGNATED HERITAGE ASSET

Rochdale Station is currently listed as a Non-designated Heritage Asset on the Rochdale Borough Council website:

<https://www.rochdale.gov.uk/heritage-conservation/non-designated-heritage-assets/3>

(Last updated: Friday, 8 December 2023)

As the station building itself has changed numerous times throughout the years, its' significance as the focal point and historic influence in the town's formation is important to note.

The proposal has been designed with the existing heritage asset in mind and has been assessed in accordance with P216 of the NPPF to ensure that it does not present a loss or harm the significance of the heritage asset.

It is to be noted that there is no specific 'red-line' boundary denoting the extents of the heritage asset, however it is believed that the original glazed brickwork present in the station underpass and the decorative ironwork bridges present towards the Miall Street end of the station are elements of the most significant heritage importance.

The existing station frontage on Station Road and buildings present on the platforms are considered to be of low heritage significance, where the significance has derived from its' historical importance.

The existing north entrance canopy was part of the design in the 80s with a backdrop of high level brick wall allowing it a modernist look and feel of the geometry as illustrated to the left. Since the brick wall level has been dropped and a visually permeable barrier fence introduced the canopy has lost its' backdrop and effect.

Alongside the planned internal station updates it is now proposed to demolish the existing canopy and replace with a new, improved canopy design which responds the area and context as outlined further in this document.

DESIGN



Rochdale cotton spinning heritage

CONCEPT

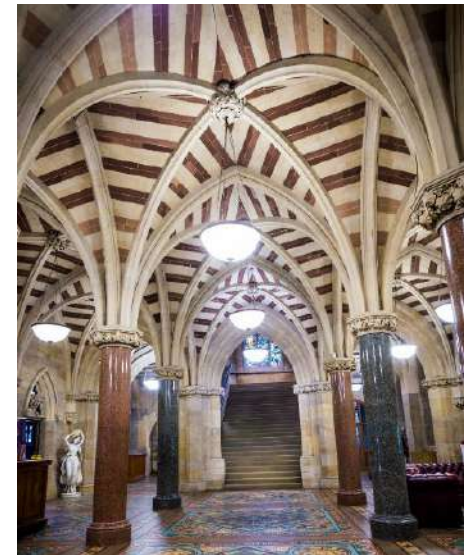
The entrance canopy design for Rochdale Railway Station draws inspiration from the heritage of the region, blending elements of the town's cotton spinning history and the iconic vaulted ceiling of Rochdale Town Hall together with the influences of the modern design.

The wave form of the canopy reflects the fluidity and motion reminiscent of spinning cotton fibres, paying homage to Rochdale's industrial past and the vital role it played in shaping the town's identity. Additionally, the columns supporting the canopy are designed to mirror the grandeur of the vaulted ceiling found within Rochdale Town Hall.

This innovative fusion of historical motifs seamlessly integrates past and present, creating a striking entrance feature that celebrates Rochdale's cultural legacy while providing a modern and welcoming gateway for commuters and visitors.



Fabric folding to match the interior ceiling forms



Rochdale Town Hall Ceiling



3D Visualisation for illustration purposes only



Existing Elevations



Proposed Elevations

AMOUNT

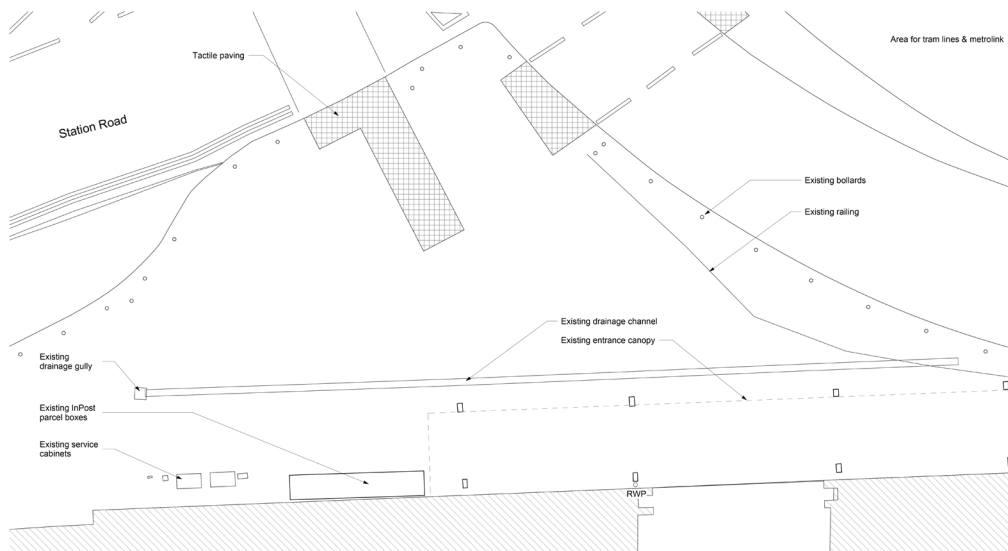
The existing entrance canopy measures approx. 2.6m height (approx. 3.2m to top of steel frames), 2.6m in depth and 18m in length.

The proposed canopy design aims to enhance and enlarge the entrance visual appearance by lifting the canopy above the existing platform level railing to visually detach the soffit and create a 'floating' effect.

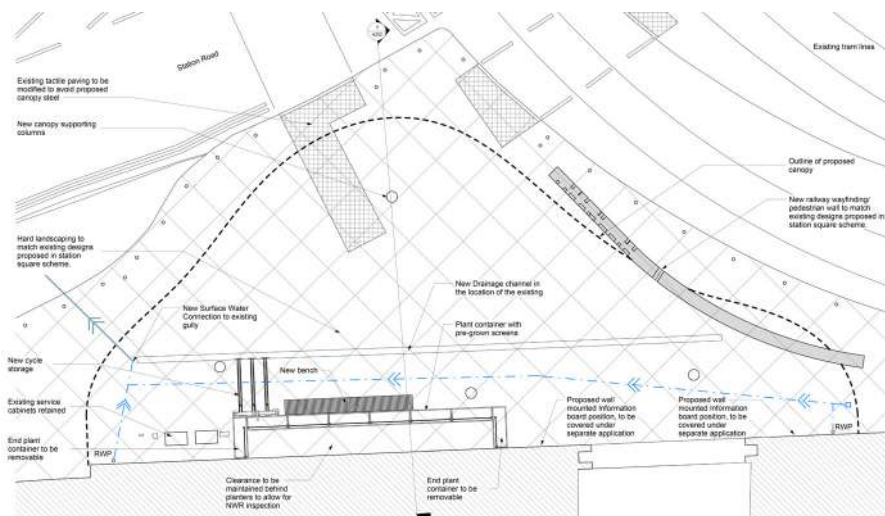
The proposed entrance canopy measures 5.6m in height, 11m in depth and 25.3m in length.

SCALE

The increase in size of the canopy also aims to improve the visibility and create a prominent landmark for the local community and visitors. This larger structure serves as a recognizable symbol of the station's significance and efficiently directs people into the station underpass, facilitating smooth pedestrian flow.



Existing Plan



Proposed Plan

LAYOUT

The existing canopy layout is a simple rectangular structure with the roof spanning over 8no. steel columns that are forming 4no. portal frames. Currently there are existing notice boards, a bin and a defibrillator under the canopy which is acting as shelter for the train station underpass entrance. Parcel delivery lockers and existing services cabinets are located adjacent.

The existing site is of a triangular shape with bollards creating a protective barrier from the metrolink track lines and the road adjacent.

The proposal is to demolish the existing canopy and provide new as illustrated on the drawings to the left.

The arrangement of the entrance to the station will remain, however the size and scale of the canopy is proposed to be enlarged with new updated design.

The canopy roof is proposed to include a green roof to contribute to the visual greenery around the site as well as soften the canopy look from the train station platforms.

The proposal also includes pre-grown planters positioned away from the wall to provide an enclosed maintenance zone for the inspection of the viaduct as part of the Network Rail maintenance requirements.

New bicycle racks are proposed to encourage sustainable transport to the station.

The proposal also includes a new seating bench as a landing spot for the visitors and enhances place-making and value to community as a meeting location.



3D Visualisation for illustration purposes only

APPEARANCE

The appearance of the Forecourt Station Entrance Canopy is designed to be organic and fluid referencing the waves of fabric in the cotton industry as well as acting as a way-finding and a landmark for the Station entrance.

The canopy is formed in aluminium pre-formed panels and sheets giving it a contemporary and lightweight look. The greenery on the pregrown planters and the roof softens the overall look and provides a natural and comforting backdrop to the entrance.

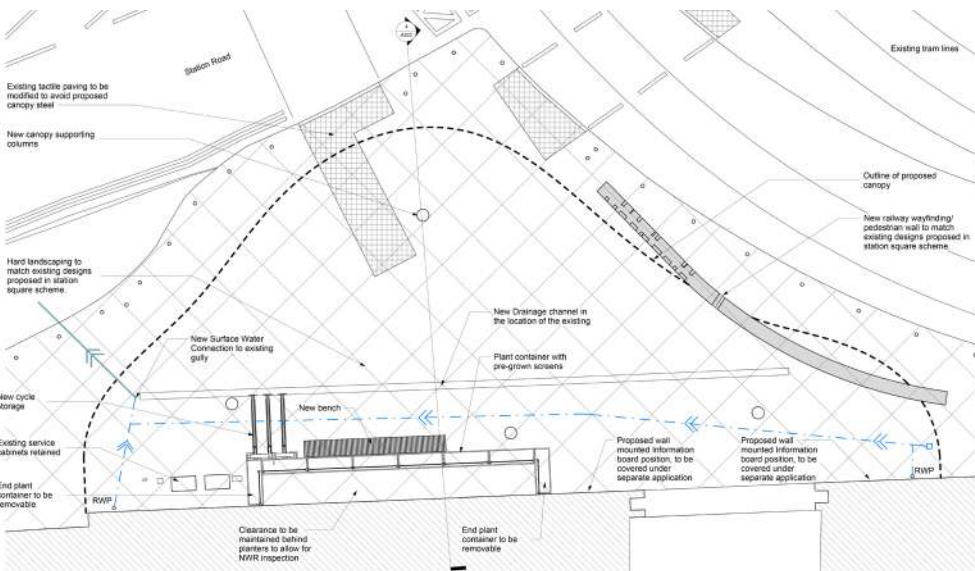
Proposed Materiality:

Canopy Roof - Living green roof (Physical plants)

Canopy Soffit and Bulkheads - PPC aluminium, Grey / Silver

Columns - PPC Painted Steel, White

Maintenance zone enclosure - Pregrown planter boxes with screens



Proposed Plan

LANDSCAPE

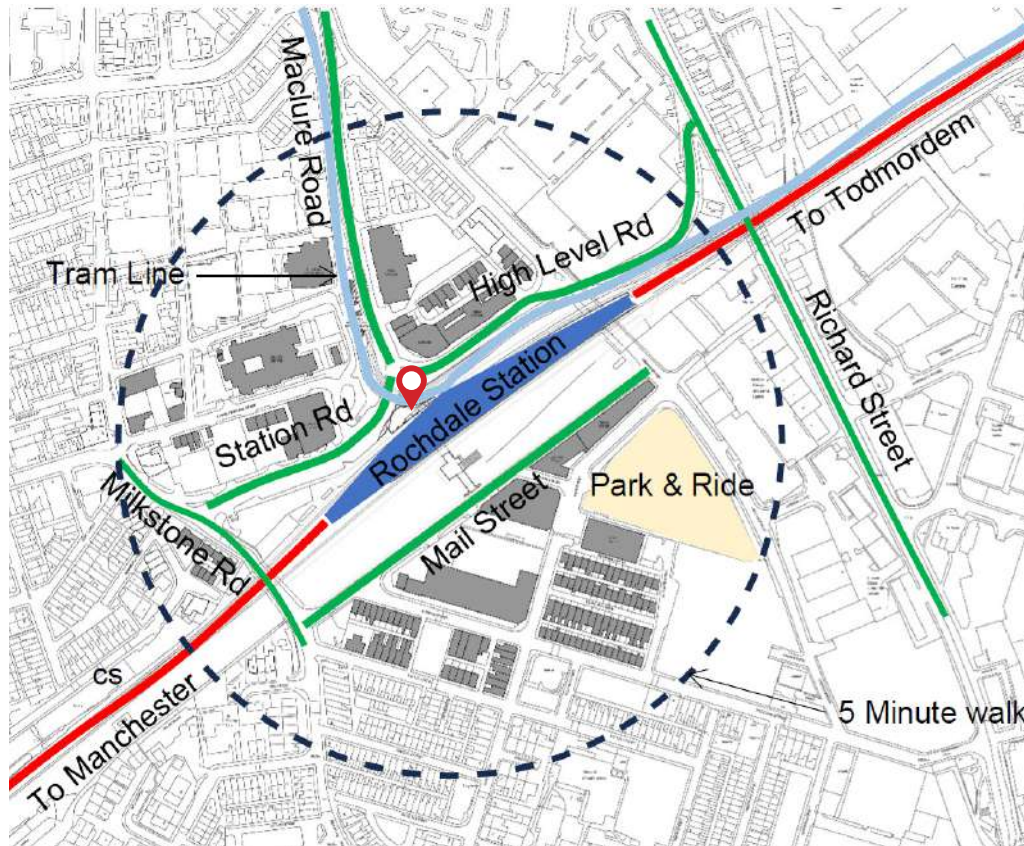
The landscape arrangement around the station is proposed to remain in principle with existing pedestrian crossing points and retained bollards.

There is proposed separately to this application, a remodelling scheme of the station square. The proposal is to be in line with the proposals provided for the station square remodelling scheme. The floor finish is to be removed and replaced with brown paving blocks/flags with silver accent strips.

It is proposed to dismantle a section of existing barrier railing for the tramway and install a concrete way finding sign for the station as illustrated in the application plans.

The hard surface landscaping is proposed to be replaced with new paving flags in line with the outline Station Square proposals to provide continuity in the look and feel of the landscape.

ACCESS & ACCESSIBILITY



Location Diagram
(Not to scale)

 - The Site

ACCESS

The location of the existing station entrance is not proposed to change, thus any existing means to arrive at this entrance through the use of transport are retained.

The site is located at the intersection of the Metrolink Tram line with adjacent tram stop and the Station Road served by frequent bus services and bust stop adjacent the Station Square.

ACCESSIBILITY

The existing north entrance provides a level access into the station underpass, connected by a lift up to reach to the station platforms. The proposed amendments retain this level access, and ultimately provide additional classic minin underside shelter for people entering the station.