

Rotherham Integrated Station Masterplan

Public Brochure

September 2024



Contents

| | | |
|-----|--|----|
| 1. | Vision Statement | 4 |
| 2. | Prospects of the Masterplan | 5 |
| 3. | The Site..... | 6 |
| 4. | Existing Condition..... | 7 |
| 5. | Wider Strategy | 8 |
| 6. | Design Principles | 9 |
| 7. | The Masterplan | 10 |
| 8. | Station Quarter..... | 12 |
| 9. | Innovation Campus..... | 16 |
| 10. | Living Quarter..... | 18 |
| 11. | Project Sequence & Interdependencies | 20 |
| 12. | Next Steps..... | 21 |

Rotherham Integrated Station Masterplan | Vision Statement

“

Rotherham is well-placed to position itself as an economic hub between Sheffield and Leeds; leveraging its existing strengths in advanced manufacturing and new technologies to drive investment to a new innovation campus adjacent to the new station.

The ambitious Masterplan is purposefully designed to support Rotherham's economic future, improving opportunities for all residents. A strong employment offer will precede the introduction of other uses in the long-term, including housing.”

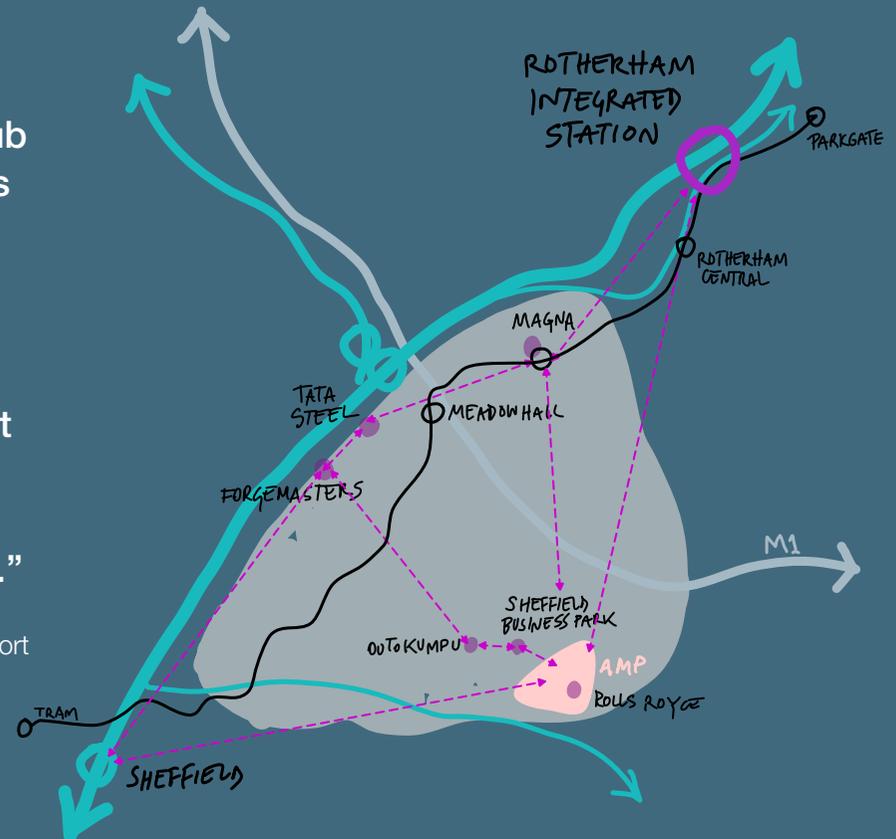
- Rotherham Integrated Station Masterplan Final Report

PROJECT BACKGROUND

Through the UK Government's Town Deal Scheme, Rotherham Metropolitan Borough Council (RMBC) has been awarded £31.6 million funding to carry out ambitious regeneration projects throughout the town. £10 million from this funding is to support the land acquisition for a new mainline station.

To take this project further, RMBC received funding of £1 million from the South Yorkshire Mayoral Combined Authority's (SYMCA) City Region Sustainable Transport Settlement (CRSTS) allocations to develop an Outline Business Case. Alongside the business case, a comprehensive masterplan was to be delivered to ascertain the wider regeneration benefits and development potential generated from the integration of the new mainline station.

The Rotherham Integrated Station Masterplan is the outcome of an 18-month study commissioned by RMBC. The study sets out the vision for the masterplan, detailing the development of Rotherham's new mainline station, and defining the integration of the station in the surrounding developments and the town centre. This public brochure provides an overview of the masterplan proposal. Please refer to the Final Report for further details.



Prospects of the Masterplan



CONNECTIVITY

14+

Street enhancement projects for walking and cycling identified in the wider strategy

3 miles

Proposed new or enhanced cycling routes

2 Overbridges & Underpass

Improved north-south accessibility over the railway tracks and waterways

1 Road Bridge

The east-west link connecting Greasbrough Road and Rotherham Road for potential bus services through the site



INTEGRATED STATION

Inclusive Access

Sets of compliant ramps and lifts will be provided for both the mainline station and tram-train stop

Clear & Visible Routes

Easy wayfinding to interchange between modes of transport

Active & Safe Environment

Rotherham Investment and Development Office's (RiDO) Business Hub and development of other plots will provide activation to the Station Quarter



GREEN SPACES

9,300 sqm

Pocket parks, residential raised courtyards and tree-lined avenues within the masterplan

7,100 sqm

Enhanced green areas for on-site biodiversity mitigation

1.4 miles

Improved access and footpaths along the canals and waterways, as well as through the Woodland Park



COMMUNITY

250+

Potential homes with the possibility for more by expanding the Living Quarter to Parkgate across Fitzwilliam's Canal

3,000 sqm

Public realm areas in the Station Quarter

6+

Long-term project opportunities identified for adaptive reuse and regeneration for community use



EMPLOYMENT

35,000 sqm

Advanced manufacturing, commercial, and F & B space accessible by rail, road, and Active Travel

Over 500 new jobs

The Station Quarter and Innovation Campus will create new jobs in advanced manufacturing, commercial, and F & B

The Site

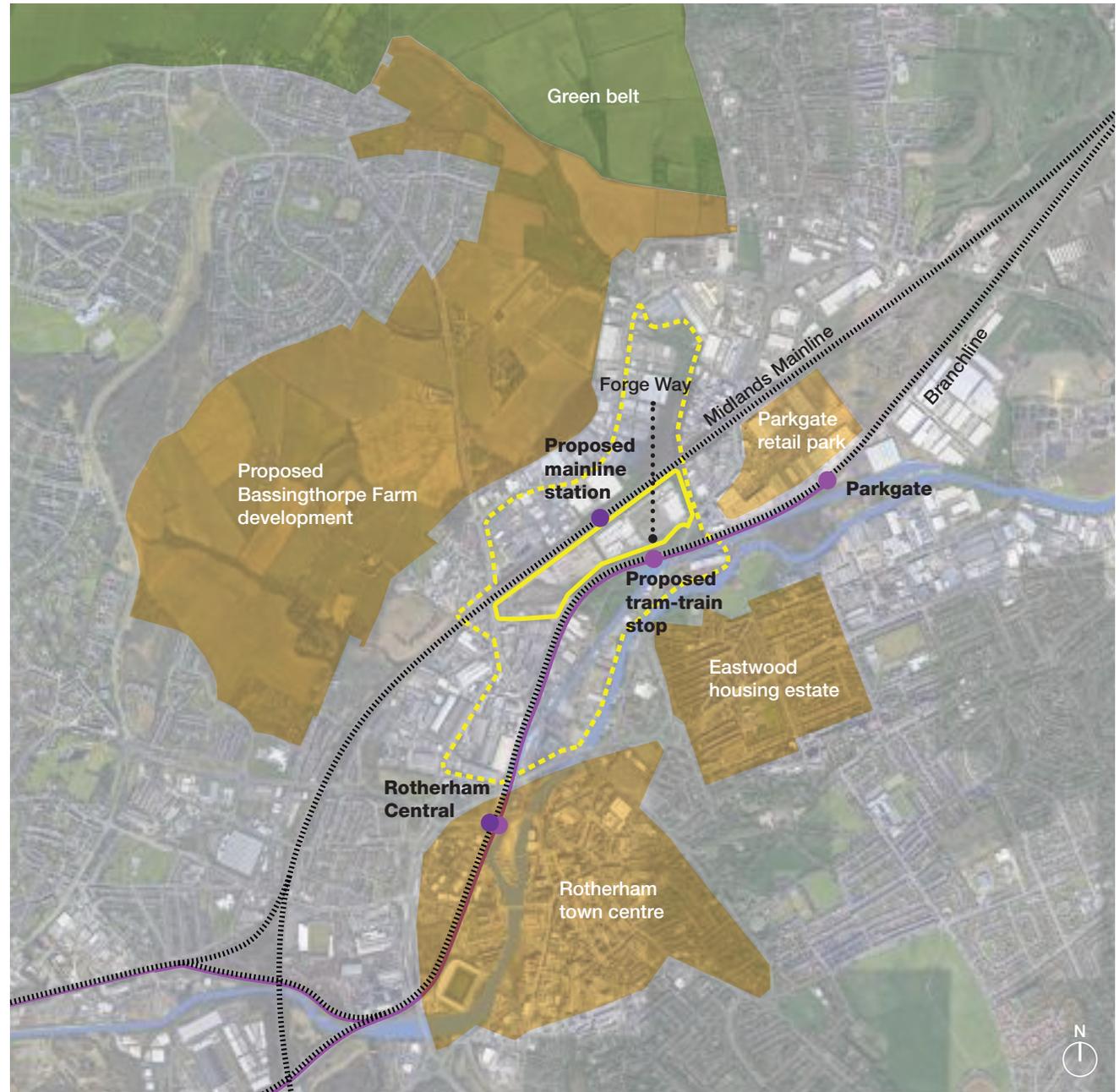
The preferred site for the new mainline station at Forge Way was agreed upon following a rigorous option assessment process that included the Department for Transport (DfT), Network Rail (NR) and Transport for the North (TfN), as well as local stakeholders. It is adjacent to the existing tram-train line as well as the main bus corridor, complementing other sustainable transport investments planned for Rotherham.

The preferred site is located within an industrial heartland to the north of Rotherham's town centre. The town centre is currently undergoing a series of regeneration projects with the support of the Towns Fund. Hence, the connectivity between the town centre and the site for the new mainline station will be key to the masterplan.

The site is close to a number of housing and employment sites, such as Eastwood housing estate, the proposed Bassingthorpe Farm development, and Parkgate Retail Park.

KEY:

-  Masterplan Core Area
-  Wider Strategy Area
-  Existing Railway Tracks
-  Tram-train Route
-  Tram-train Stop
-  Railway Station



Existing Condition

Most existing connections between the masterplan area and Rotherham's town centre are currently car-centric and do not provide for safe and attractive cycling or pedestrian access or, micro-mobility users.

The pedestrian-only access is an informal path along the Sheffield and South Yorkshire Navigation Canal. Due to its undefined character, it can feel unsafe, particularly at night.

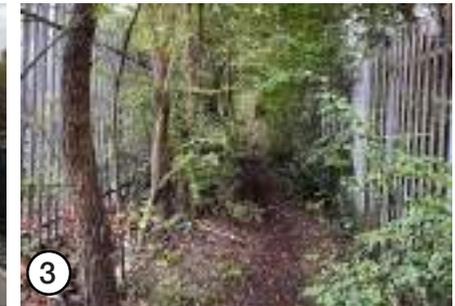
At the intersection between Rotherham Road and Forge Way, there is an opening to a Public Rights of Way (PROW) footpath (Image 4) which leads through a dense wild growing scrub area along the Fitzwilliam's Canal. This route is not paved or lit and due to the dense planting, it can feel unsafe and difficult to navigate.



1 View towards the exit to Mangham Road from the roundabout on Greasbrough Road.



2 View towards the northern access of the proposed station on Mangham Way.



3 Unpaved and overgrown PROW that leads to Mangham Road from the mainline underpass.



4 Access to PROW along Fitzwilliam's Canal beside the junction of Forge Way and Rotherham Road.



5 Informal car park area off Northfield Road leads to the access to the canal footpath.



6 Access to Forge Way from the town centre via Rotherham Road.



7 The site for the proposed Station Quarter is currently occupied by industrial warehouses and paved surface.



8 View to the proposed location for tram-train stop from the bridge on Rotherham Road.

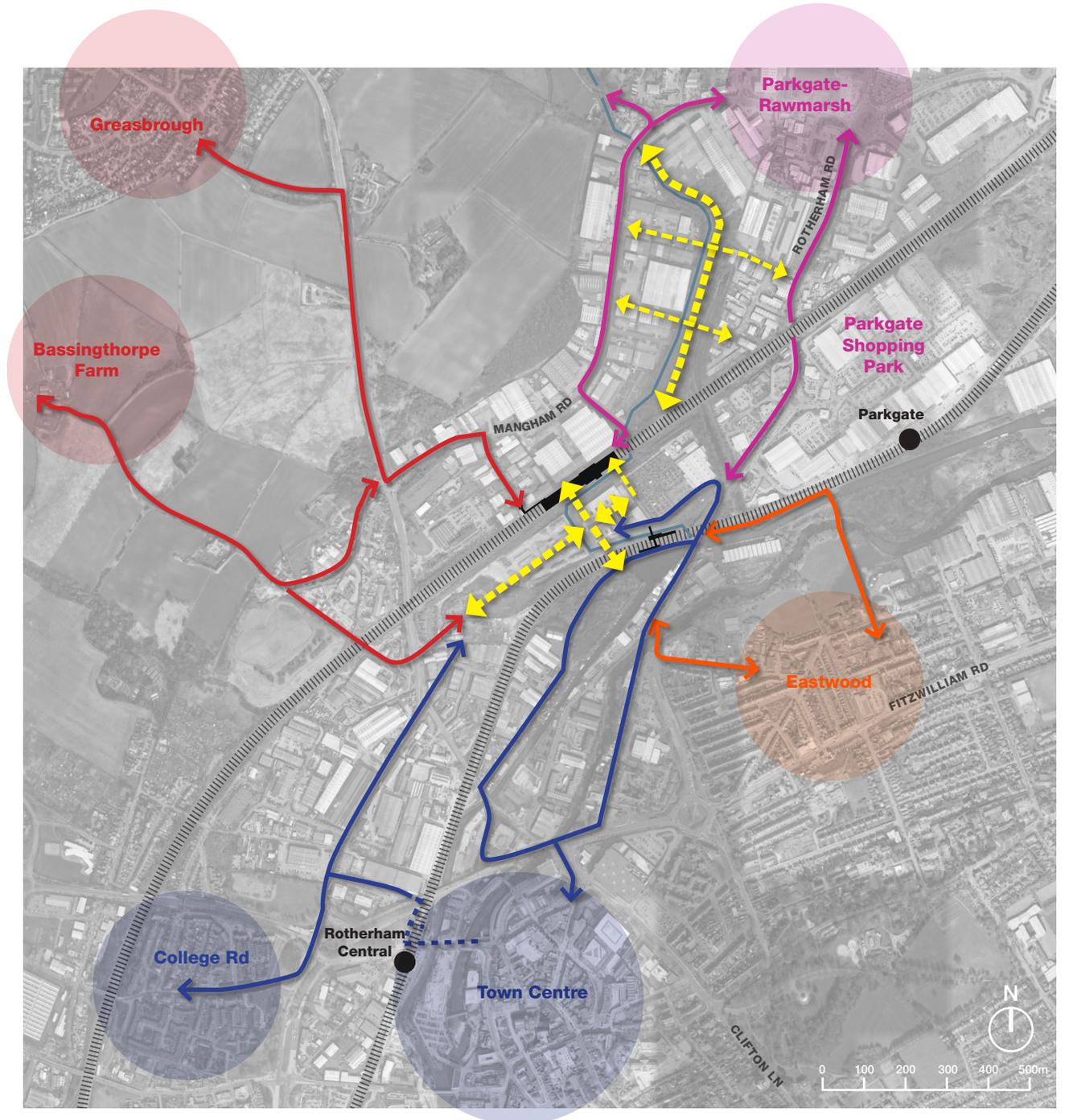


9 Private access to the industrial sites from North Drive which is off Greasbrough Road.

Wider Strategy

Strategically located near Forge Way, the new interchange will draw passengers and visitors from the region and beyond to this revitalised commercial destination and will create new travel opportunities for residents and nearby communities. The wider strategy of the masterplan seeks to not only encourage easy wayfinding, but also enhance key links emanating from surrounding developments, with a steadfast commitment to fostering the use of active travel.

Central to the connectivity aspirations are the main street networks in the Masterplan Core Area that support main active travel links to the Station Quarter. The optimisation of these street networks is pivotal for improving overall connectivity and accessibility—a prerequisite for the station's viability and its integral role in supporting the town centre.



Design Principles

Located between the mainline and the tram-train tracks, and in responding to the baseline analysis of the Masterplan Core Area, a set of design principles has been defined to guide the masterplan. These are to promote north-south accessibility, active travel connectivity to the surroundings, clear and visible wayfinding and connection between the two new stations, as well as enhancing biodiversity.

1 Mainline Overbridge

- Unpaid bridge to be aligned to meet the desired route from Mangham Way to the tram-train stop, to enhance active travel and connectivity to the town centre.

2 Tram-train Overbridge

- Unpaid bridge to be aligned to meet the desire lines from the Mainline Overbridge and the station forecourt, as well as meeting existing routes from the town centre.

3 Underpass Link

- Facilitates access to mainline station from the north-east (unable to be the primary unpaid connection across mainline tracks as it is currently subjected to flooding).

4 Western Link Bridge Connection

- Connecting Greasbrough Road to Forge Way through the centre of the site.
- Clear central route activated on both sides by development in future phases.



KEY:

North-south accessibility



Access from Greasbrough Road and Rotherham Road



Longer term - Connectivity to the eastern development



- Potential station building
- Green pocket parks/ biodiversity mitigation area
- Development sites

The Masterplan Core Area

The Masterplan Core Area is made up of three distinct zones:



STATION QUARTER

An active transit hub catalysing surrounding development.



INNOVATION CAMPUS

Providing high quality employment opportunities in advanced manufacturing or commercial spaces.

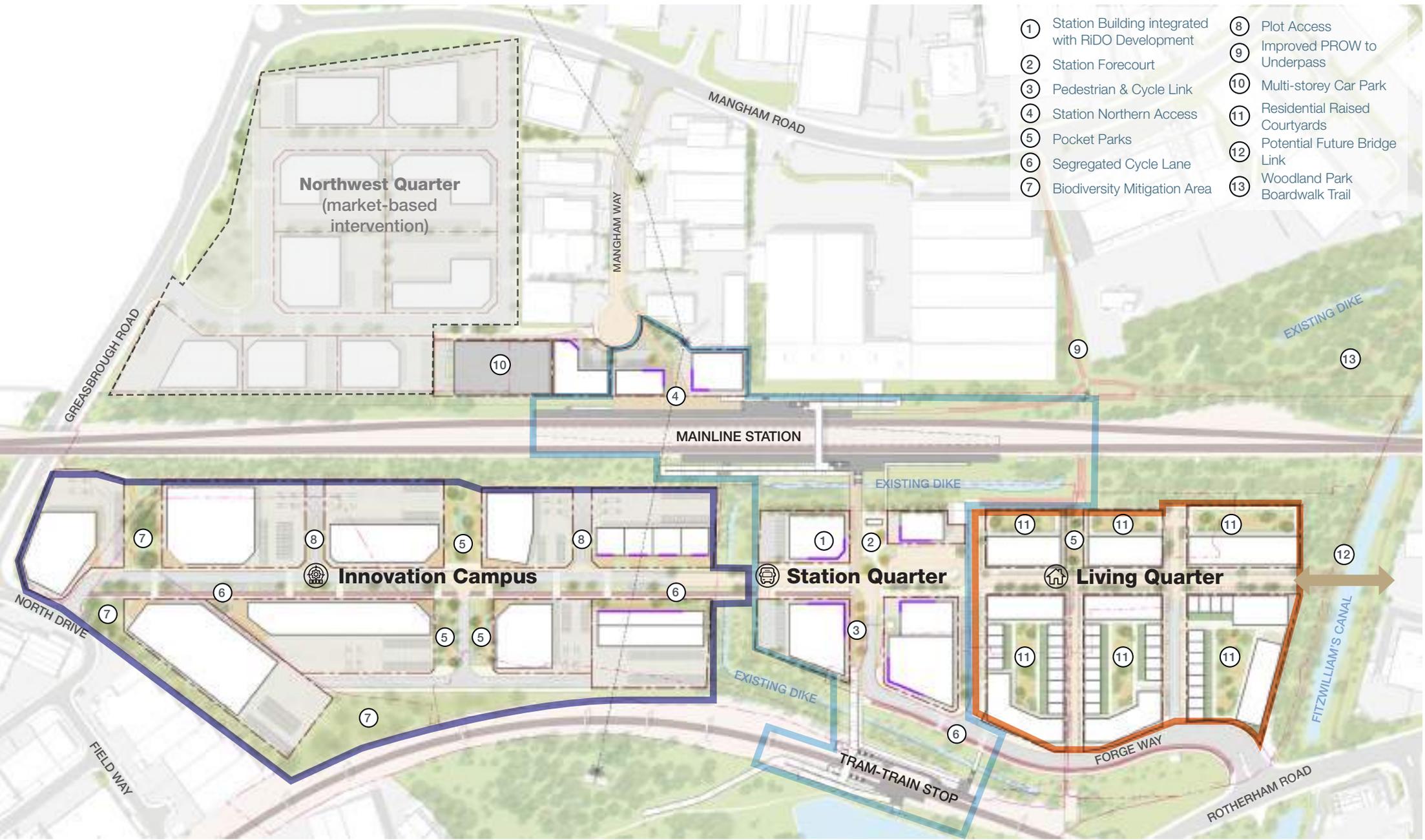


LIVING QUARTER

Supporting development of transit-oriented residential use.



Illustrative sketch of the Masterplan Core Area





01

Station Quarter

The Station Quarter will provide an active environment for transit interchange. It will be a gateway to Rotherham with a strong sense of place, showcasing the town's industrial character. The good transport links will give the development sites in the Station Quarter a unique opportunity to become incubator spaces, which will help to catalyse the development of the Innovation Campus.

CASE STUDY

RiDO Business Hubs, Rotherham, UK



Fusion@Magna Business Centre, Templeborough



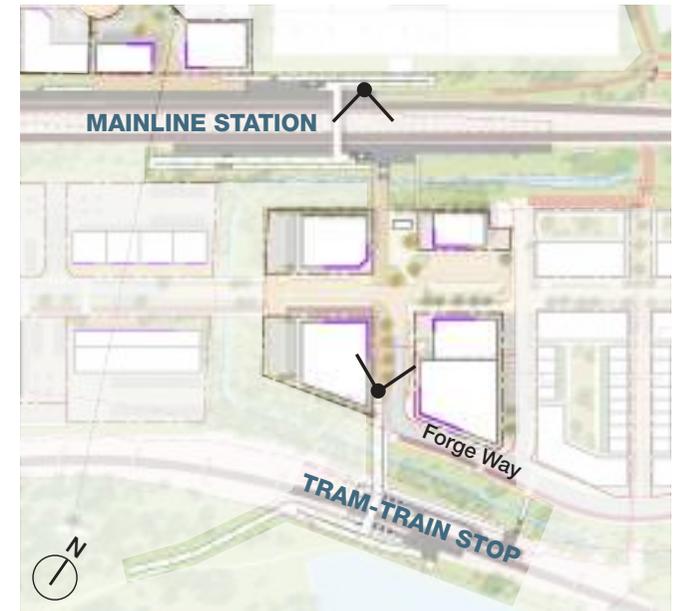
Century 2 Business Centre, Manvers

Key features:

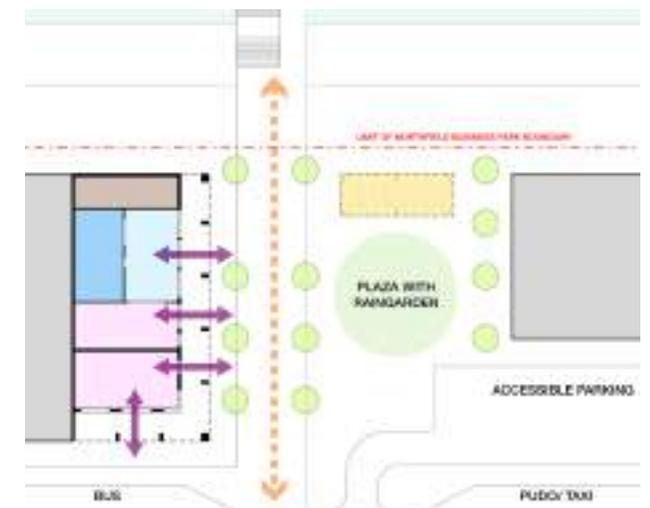
RiDO Business Hubs are run by the Rotherham Investment & Development Office (RiDO), the **Economic Development** arm of Rotherham Metropolitan Borough Council. RiDO has over 30 years experience in supporting all types of business and has a strong track record of helping local and international companies develop in the area.

The proposed mainline station is expected to be a Category C/D station. The station building has potential to be integrated into the development of a RiDO Business Hub, which could aid with providing activation to the Station Quarter from the onset, whilst the rest of the masterplan is developing.

Station Quarter Plan



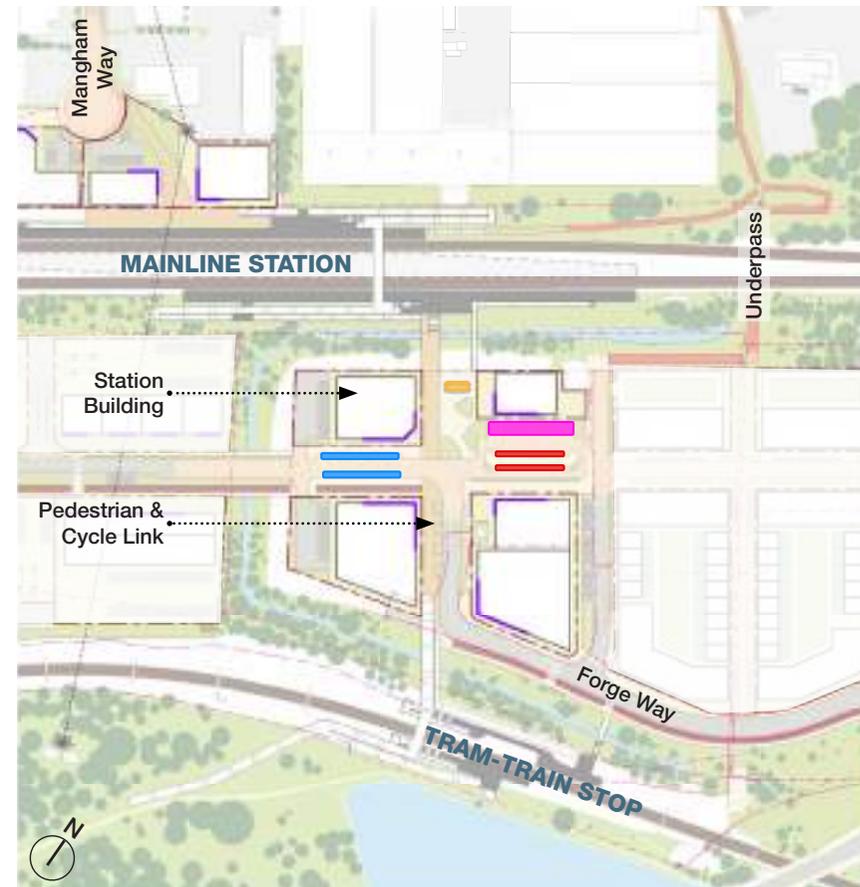
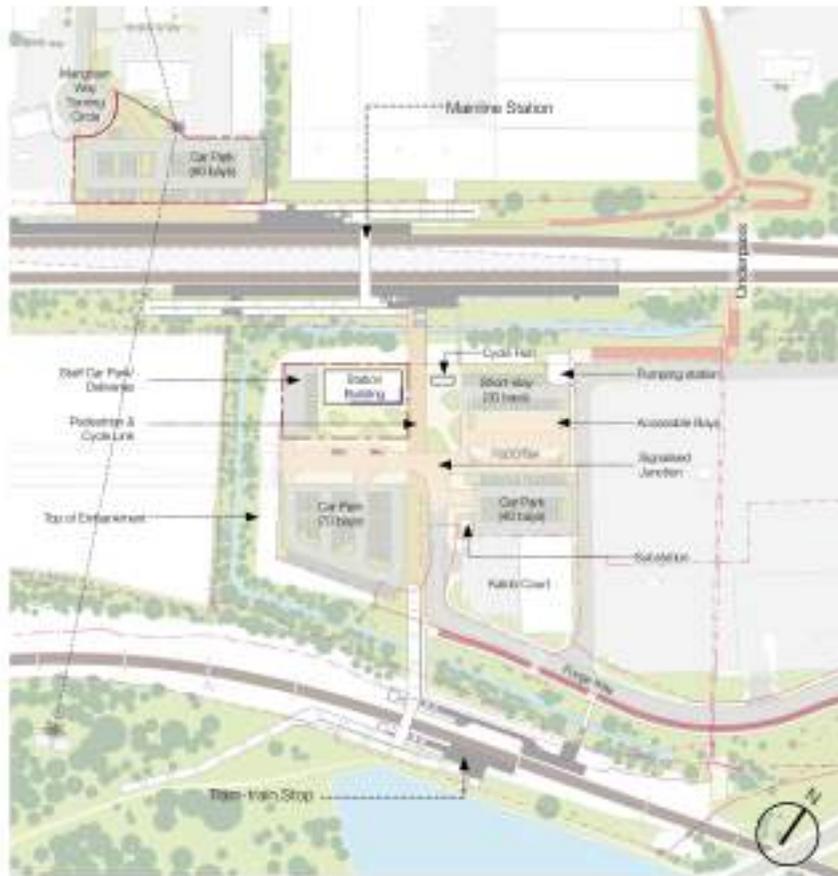
Station Building Early Concept:



- Pedestrian link between mainline station and tram-train stop
- Active front
- Waiting lounge/ Public seating area
- Public toilets
- F&B/ Retail
- Cycle parking
- Ticket office/ Staff facilities



Station Quarter - Phased Approach to Development



■ Cycle Hub
 ■ Bus Spaces
 ■ PUDO/Taxi Bays
 ■ Accessible Bays

Phase 0

- Car Park** : 200 spaces (60 spaces on northern access, including 10 accessible & 30 short-stay bays)
- PUDO/Taxi** : 10 spaces (5 each)
- Bus** : 2 spaces for rail replacement bus

Total plot area for development : 3834 sqm

Later Phase

- Car Park** : 10 accessible bays (140 spaces to be relocated new MSCP or integrated into development)
- PUDO/ Taxi** : 10 spaces (5 each)
- Bus** : 4 (2 spaces on each side of the road for bus services through the site)

Total plot area for development : 11,164 sqm





02

Innovation Campus

The Innovation Campus will renew the existing industrial character, turning its focus towards high-quality employment with advanced manufacturing or commercial use. The area will provide green pocket parks and outdoor gathering spaces in front of building setbacks to allow opportunities for socialising and public amenity.

Innovation Campus Plan



CASE STUDIES

Florentia Village, London, UK



Client : General Projects
Architects : Turner Works
Completion Year : 2024 (expected)
Site Area : 0.61 ha

Key features:

The development is an 'industrial village' which can be seen as an extension to the existing Florentia Clothing Village with create workspace and maker units for SMEs and is complementary in terms of character and design. It seeks to deliver new public realm and landscaping in and around the site, whilst enhancing the existing transport strategy at Florentia Clothing Village, utilising a new one-way system and encouraging sustainable transport modes. The mix between workspaces for the industry and activity spaces for the public allows for the area to be active most times of the day.

Industrial Barking, London, UK



Client : Be First
Architects : Haworth Tompkins
Completion Year : 2023
Site Area : 0.8 ha

Key features:

Industrial is a new industrial development in London that delivers flexible industrial and commercial floorspace which has the community in mind at the core of the development. The design also provides shop fronts along the street and a cafe. An example of how industrial sites could provide an intensive use, whilst providing active fronts to the corner of its main streets.



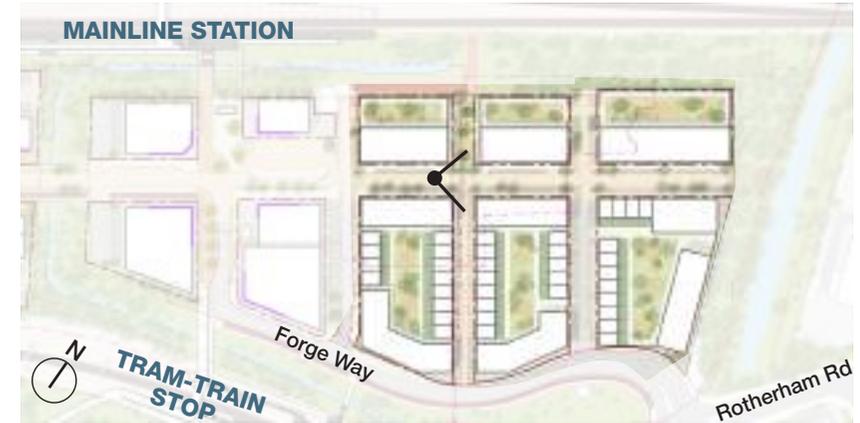


03

Living Quarter

The Living Quarter will support the potential for the development of residential use. The area will function as an extension of Eastwood and will encourage natural surveillance for the Station Quarter. Characterised by traffic-calmed streets and community courtyards, the residential developments will encourage active use of the green common areas as well as the canal side with the improved public rights of way (PROW) along Fitzwilliam's Canal.

Living Quarter Plan



CASE STUDIES

Phase 3 Paintworks, Bristol, UK



| | |
|-------------------------|---------------------------|
| Architects | : Stride Treglown |
| Completion Year | : 2018 |
| Completion Year | : 2.07 ha |
| Net Density | : 109 (homes per hectare) |
| No. of Dwellings | : 221 |

Key features:

Paintworks is a mixed-use development for the community to live, work and play. The entire development is constructed on a podium, allowing a network of pedestrianised streets, alleyways, public plazas and courtyards, with car parking hidden underneath. Unlike standard residential estates, merging work and home has created a community of creatives. The site being a former industrial site with flood risks is similar to the Living Quarter. It is a typology that is well-suited for the development in Rotherham.

Marmalade Lane, Cambridge, UK



| | |
|-------------------------|--------------------------|
| Architects | : Mole Architects |
| Completion Year | : 2018 |
| Completion Year | : 0.97 ha |
| Net Density | : 42 (homes per hectare) |
| No. of Dwellings | : 42 |

Key features:

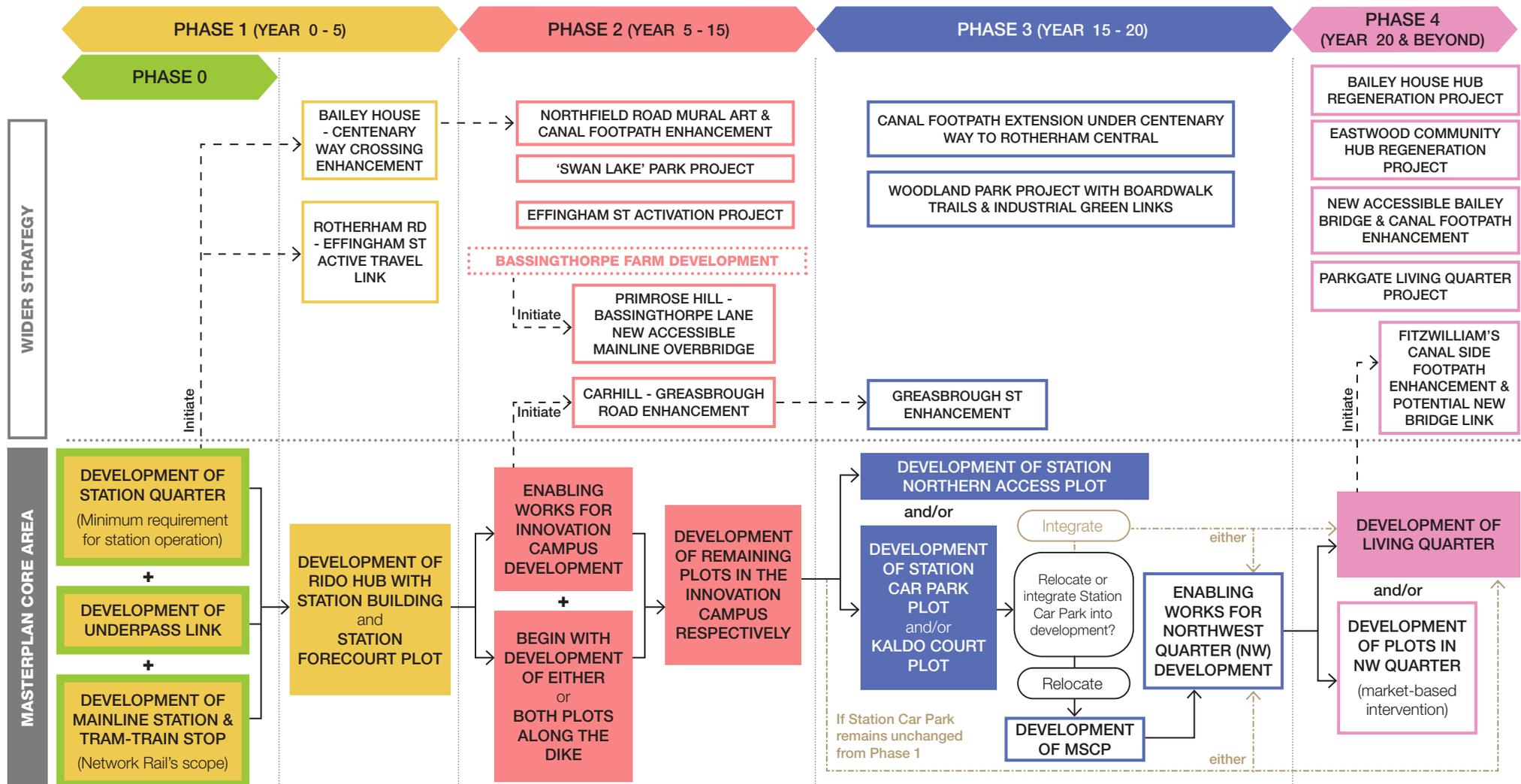
It is Cambridge's first co-housing development, designed to foster community spirit and sustainable living. The design introduced an additional pedestrian street into the development. By placing parking on the perimeter of the plot, the central areas allow for more community spaces. Containing varying outdoor spaces from private to public, the street is where children are able to play in close proximity of parents and neighbours. Marmalade Lane offers elements that are good practice in creating a close community for the Living Quarter.



Project Sequence & Interdependencies

The diagram below shows the proposed sequence and interdependencies of the different components of the Masterplan Core Area. It also shows the components identified in the strategy for the wider area of the masterplan which includes potential street enhancement projects and potential long-term regeneration projects.

The masterplan should be seen as a dynamic and flexible framework that will evolve as new opportunities come forward and is dependent on funding opportunities and site considerations. Key to this will be ongoing conversations between project partners, the local community and wider stakeholders.



Next Steps

To progress the project in the immediate term, particularly with regards to the Station Quarter, the following next steps (aligned with the RIBA Plan of Works) are proposed:

OBC CONCLUSION

- Alignment of scope and programme with the emerging Outline Business Case (OBC).
- Establishment of a project organisation and governance arrangements which coordinate both masterplan and station projects.
- Detailed discussion and agreement with Network Rail on the respective operational and maintenance boundaries (and associated responsibilities) in relation to the proposed masterplan (specifically the Station Quarter).

SURVEYS & INVESTIGATIONS

- Preparation of relevant survey specifications like detailed dilapidation survey, threat and vulnerability risk assessment, lux level survey, ground investigation, topographical surveys, etc. and the refinement of cost estimates.
- Updates to all transport modelling/trip generation to understand the impact on existing infrastructure and the need for further intervention.

ENVIRONMENTAL IMPACT

- Seeking an associated Environmental Impact Assessment (EIA) screening and/or scoping opinion to determine the scale and nature of environmental scope.
- Updates to Biodiversity Net Gain (BNG) assessments and development of associated strategy.
- In liaison with RMBC's flood alleviation programme, development of a site wide drainage strategy and associated drainage model.

DESIGN DEVELOPMENT

- Validation of project objectives and priorities/ programme and agreement of RIBA Stage 1 masterplan as the prevailing design framework for the immediate development of the Station Quarter.
- Delivery of RIBA Stage 2 design report.
- Formal assignment of roles under Construction (Design and Management) Regulations 2015 (CDM 2015) and preparation of a Pre-Construction Information Pack.

PROCUREMENT

- Appointment of a town planning consultant to advise on a consenting strategy and align the approach with the land assembly strategy.
- Assessment of the available procurement options.
- Agreement on the preferred contract form for the Station Quarter based on RMBC's consideration for time, cost, quality and risk and which prompts a positive response from the market.

ENGAGEMENT AND CONSULTATION

- Active stakeholder consultation, potentially regularised under formal paid agreements, with passenger groups, Sustrans, Active Travel England, DNO, Natural England, etc.
- Preliminary consultation with EV Charge Point Operators (CPO) and car park operators.
- Presentation of updated proposals to interested developers to explore opportunities for private investment in the Station Quarter (supporting the OBC Financial Case) and other future quarters.

