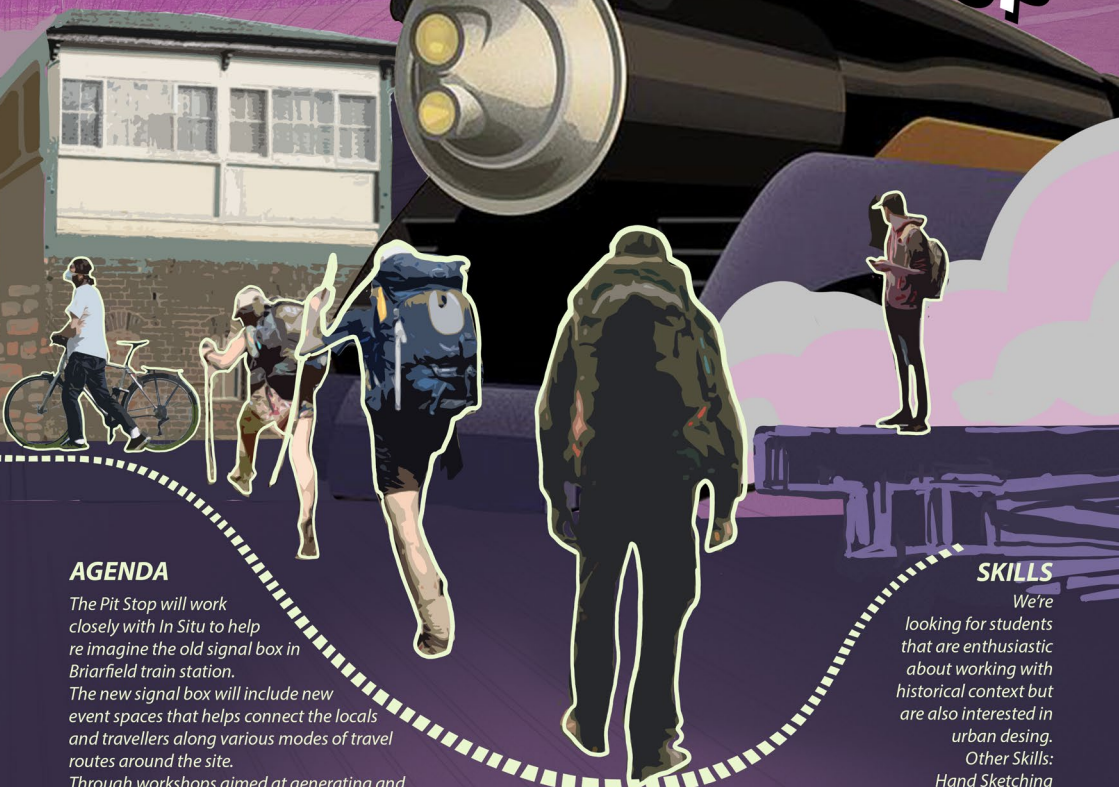


MANCHESTER SCHOOL OF ARCHITECTURE

THE PIT STOP



AGENDA

The Pit Stop will work closely with In Situ to help re imagine the old signal box in Briarfield train station.

The new signal box will include new event spaces that helps connect the locals and travellers along various modes of travel routes around the site.

Through workshops aimed at generating and representing ideas, we will implement a primary intervention, developing alongside interested local community to ensure space use.

THE TEAM

Joanne Bulaong , Peter Staniforth, Riyan Chowdhury, Shadi Albaity and Zheyi He

SKILLS

We're looking for students that are enthusiastic about working with historical context but are also interested in urban desing.

Other Skills:

Hand Sketching
Presentation
Photoshop
Illustrator
Sketch Up
In Design

Visit msa.ac.uk for more information

TEAM

Joanna Bulaong (M Arch 01)

Peter Staniforth (M Arch 01)

Riyan Chowdhury (M Arch 01)

Shadi Albaity (M Arch 01)

Zheyi He (M Arch 01)

Denizhan Peker (BA 01)

Ava Tizard Cleghorn (BA 01)

Kiren Agravat (BA 01)

Phoebe Adamson (BA 01)

Spencer Alty (BA 01)

Cheuk Kwan Ng (BA 02)

Cyrus Navabi Marks (BA 02)

Haoqing Xu (BA 02)

Deekshita Viju Nair (BA 02)

Takumi Miller (BA 02)

PARTNERS

Our partner, In-Situ is a small team of artist, community and youth workers based in Brierfield, Pendle, Lancashire. A community art space, that allows connection of people and places with ecology, wellbeing, education and alternative futures through art and creativity. Embedding art into our everyday life.

As well having the opportunity to work with local artist, Community Network Rail and the Pendle Borough Council to have an insight to the spatial and historical aspect of the site.

The brief for the project is to re-imagine the old railway station platform and the re-building of an old signal box. The demolition of the old signal box 5 years ago, brought the attention of the Brierfield community to gather a proposal of exploring the possibility of being rebuilt and become a community space.

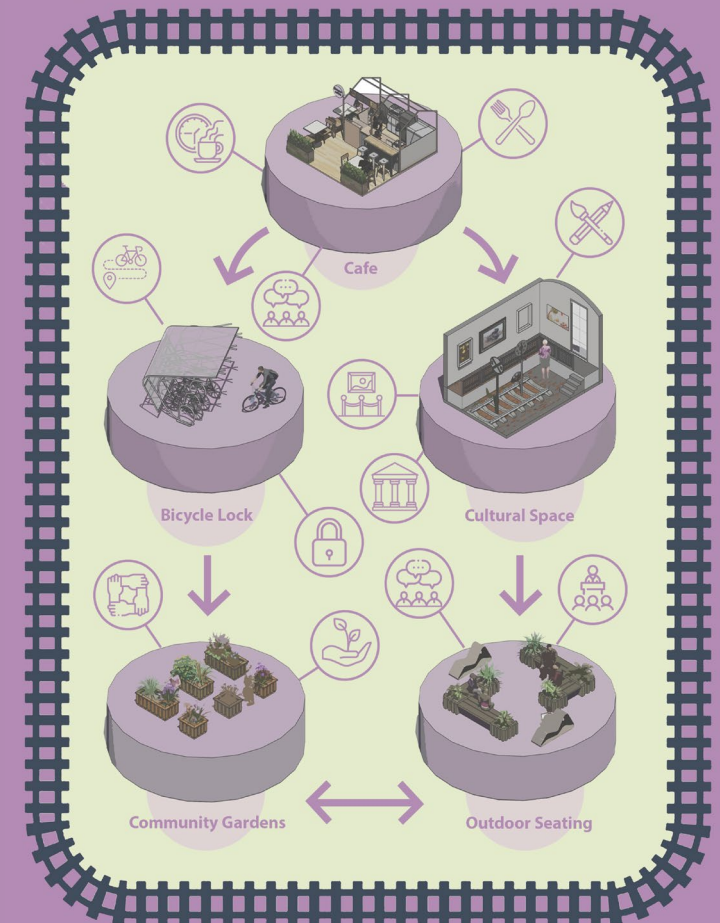
We would like to take this opportunity to thank all of our external collaborators who has given us this opportunity to work on such an interesting project.

Agenda

THE PIT STOP

The Pit Stop project follows the re-imagining and the re-activation of the railway station platform and re-building of the old signal box for the community. Allowing the previously demolished local landmark to be reinstated to a community based area, populated with the following: a cafe, bike shed, cultural space, outdoor sitting area and a community garden.

A community space located at the centre of Brierfield, directly next to the train station. All in attempt to promote the use of public transport and alternative travel along the canal through the walking and cycle routes.



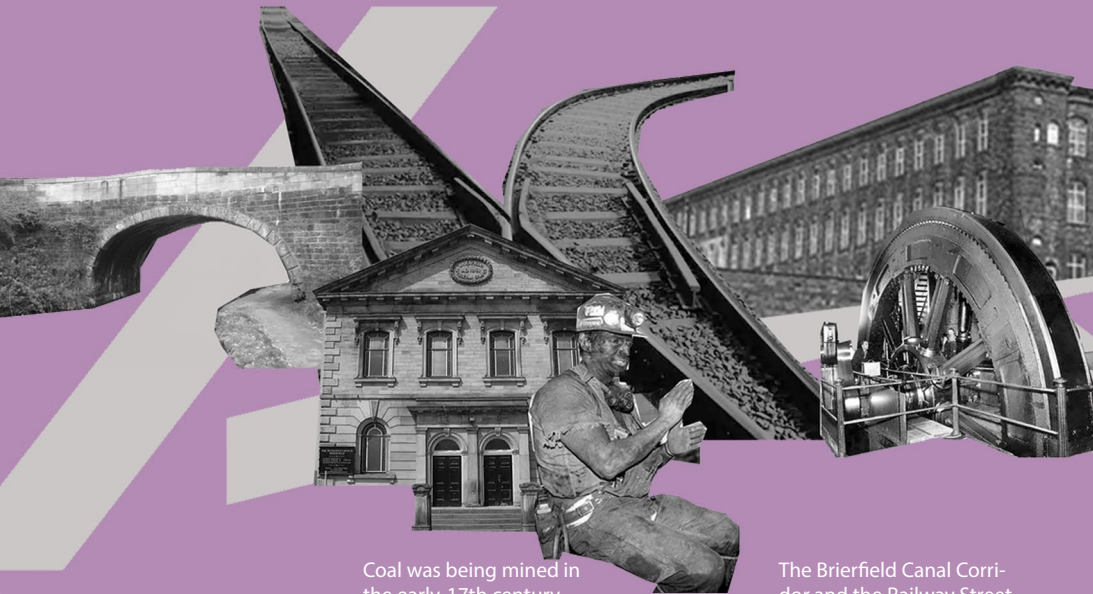
THE STORY OF BRIERFIELD

Canal bridge No 138. A stone accommodation bridge over the Leeds and Liverpool Canal, built in 1795.

In 1838, the area's first cotton mill was constructed on the east bar of the canal, powered by a steam engine.

Alongside the Leeds and Liverpool Canal is the spinning mill, which has four storeys and 39 bays.

Railway transportation system developed in 19th century



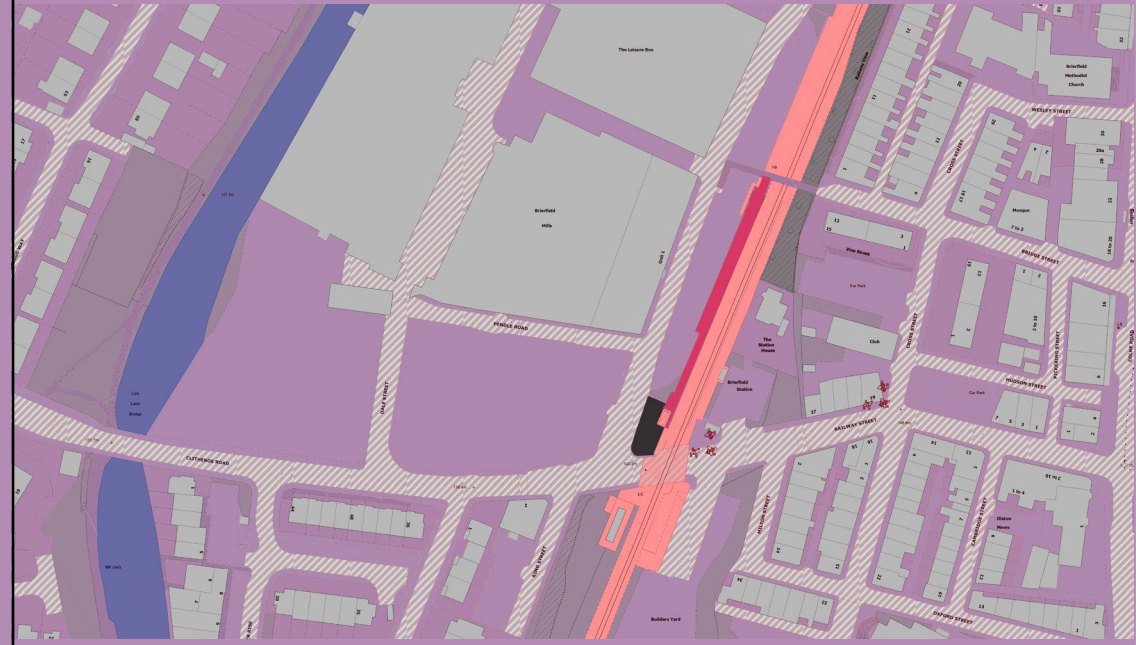
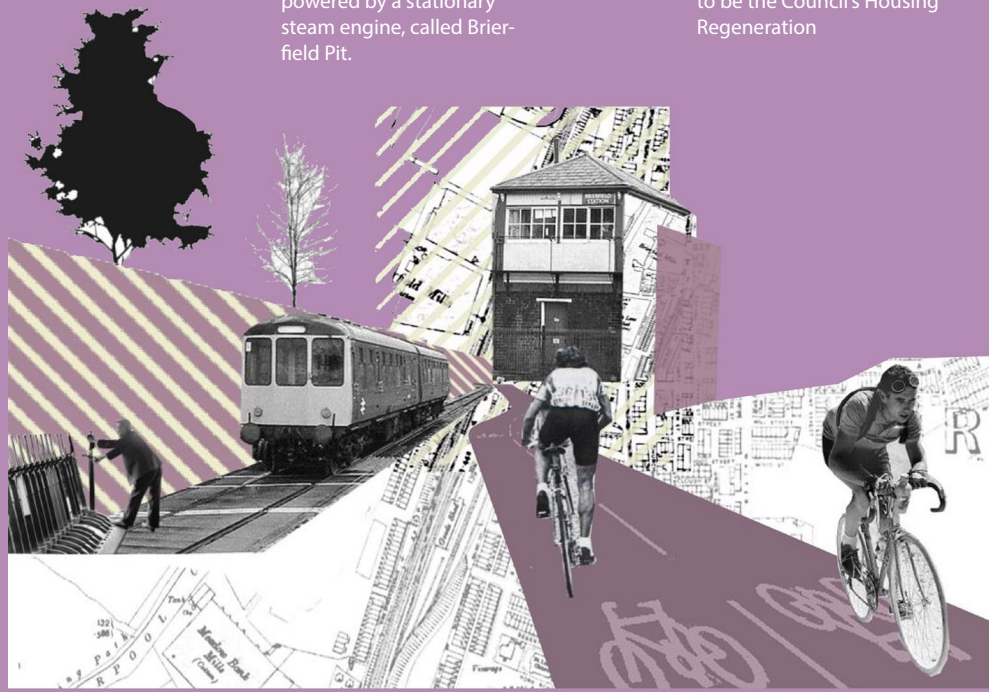
Coal was being mined in the early-17th century. The first colliery in the area powered by a stationary steam engine, called Brierfield Pit.

The Brierfield Canal Corridor and the Railway Street Neighbourhood continue to be the Council's Housing Regeneration

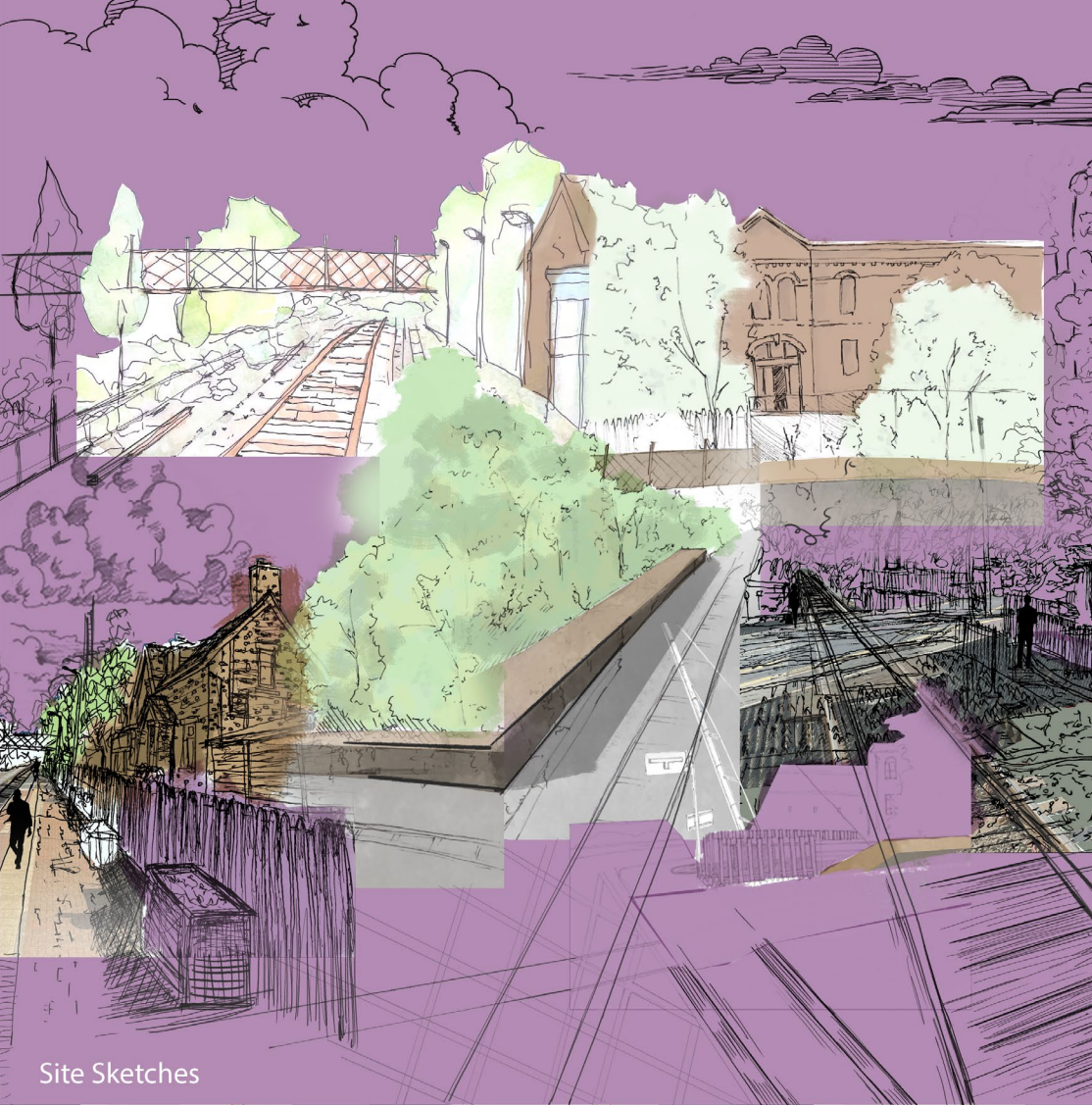


Grids of terraced house have characterised Brierfield, which are remnants of its industrial past, along its canal edge.

New developments of housing around our site, providing aspirational modern homes to meet today's life cycle



SITE ANALYSIS



Site Sketches



Movement Routes

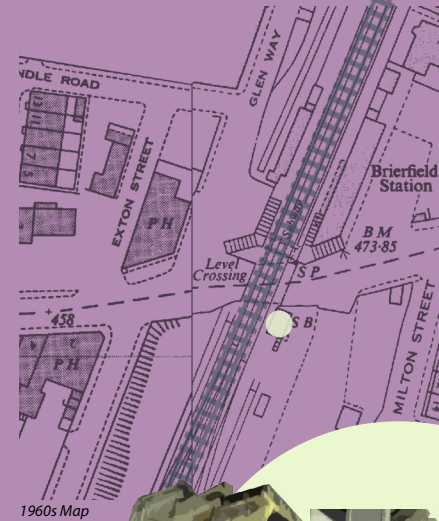
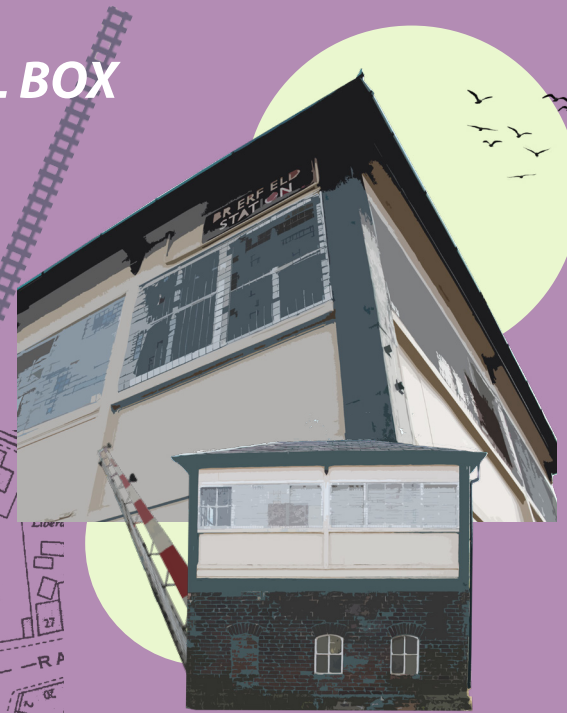
Wind Path

Sun Path

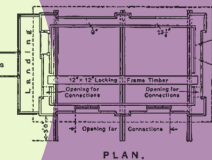
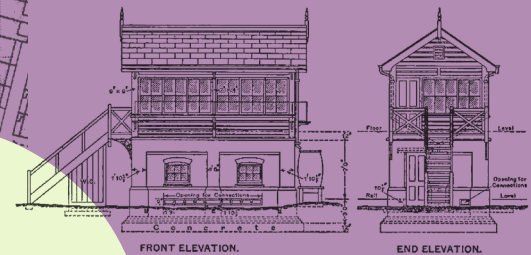
FORMER SIGNAL BOX

EXTERNAL

The Brierfield signal box design was based off a typical British signal box from the industrial revolution, consisting of a raised structure, with large glazed windows enabling the signalman to maintain a look-out. External facades consisted of a brickwork lower floor, with cream timber panels on the upper floor with green timber surrounds. A timber walkway supported by iron brackets provided access to the upper floor on the exterior. A hipped roof constructed of slate capped off the structure. The lower part was lit by small sash windows, with the upper facade having large openings for visibility.



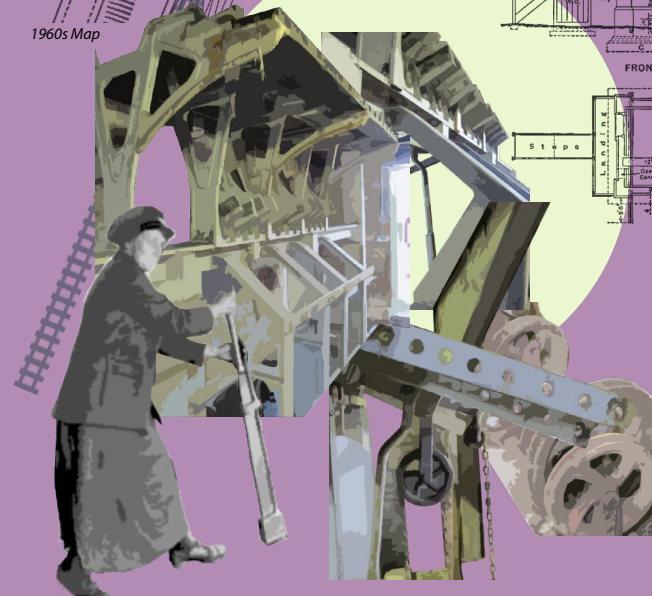
1960s Map



PLAN.

INTERNAL

The signal box was composed of two storeys. The upper level, known as the operating room, housed the signal and point levers, together with block instruments and accommodation for the signalman. The lower storey, known as the locking room, was occupied by the lower part of the lever frame, with the rodding and wires to control the points on the track exiting through a gap in the brick facade. Heating of the operating room was by open fire, while lavatory accommodation took the form of a small privy hut.



CONTROVERSY

1876

2012

2014

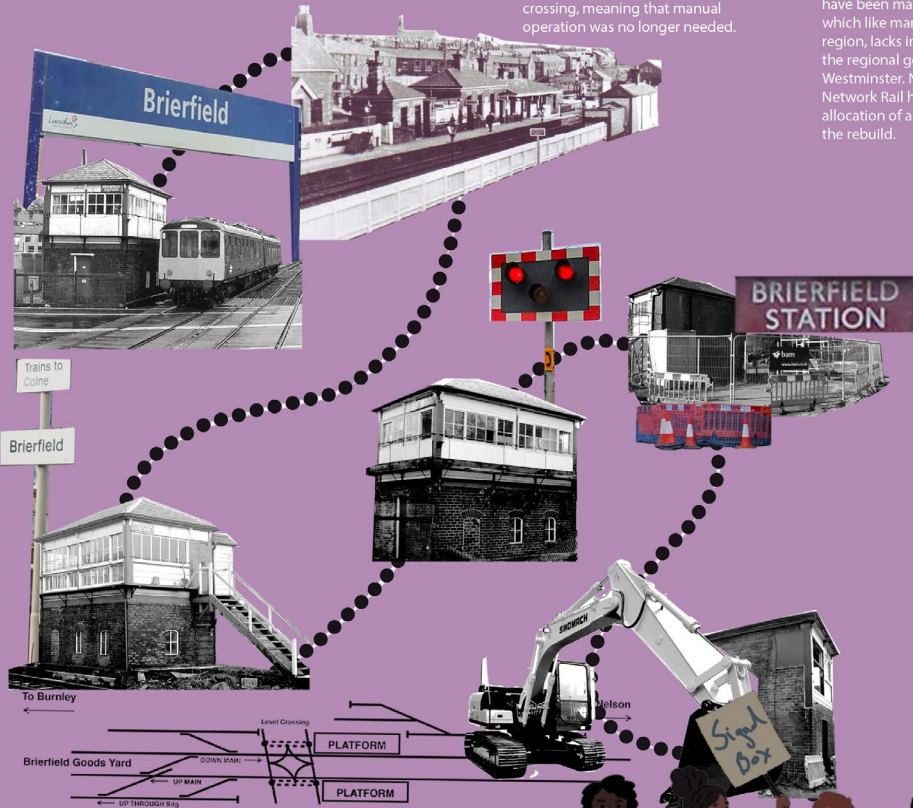
2014-
Present

The structure opened in 1876, it was the last example of a Saxby & Farmer Type 8 on the ex Lancashire Yorkshire Railway, currently the east Lancashire line.

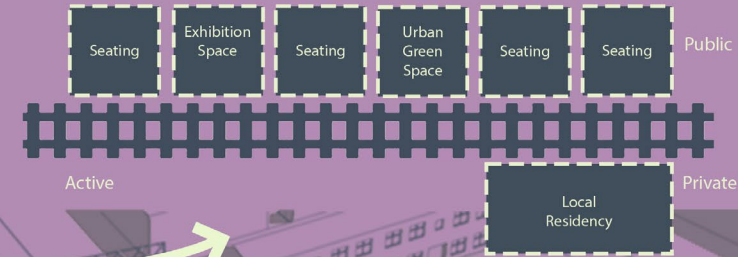
A review was conducted by English heritage in 2012 to assess whether the structure could be listed, however it was ruled against due to its multiple alterations and upgrades throughout the years, as well as its remote setting.

Despite an avid campaign to preserve the Victorian signal box by residents of the Brierfield area and a local arts organisation In-Situ, the signal box was switched out for the last time at 11:43 on Tuesday the 14th of September 2014. The original Brierfield station signal box was demolished by a UK track operator network shortly after. This was due to the automation of the station's level crossing, meaning that manual operation was no longer needed.

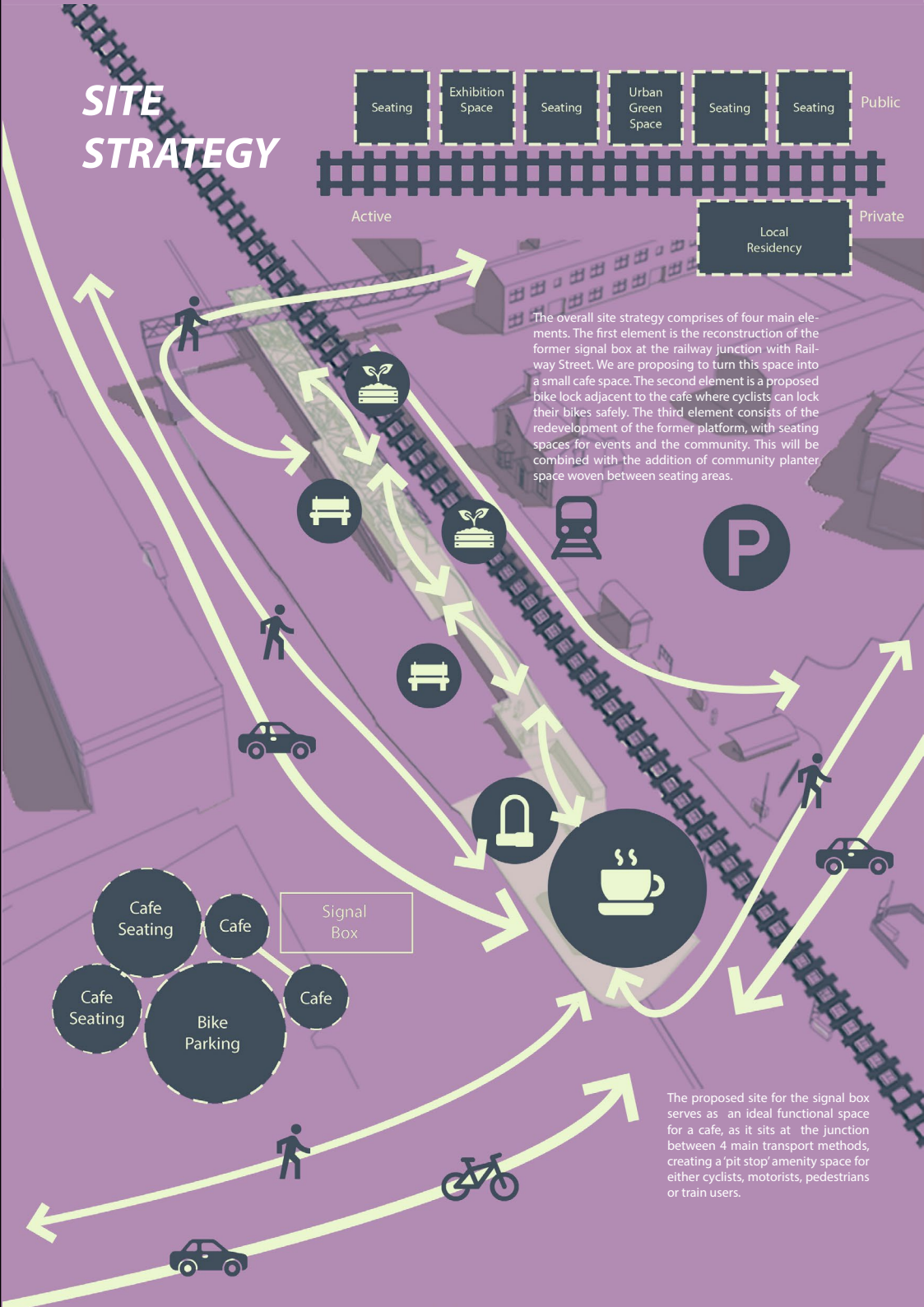
Upon decommissioning and removal, many parts and materials were attempted to be salvaged, unfortunate Network rail was unable to sell the signal box due to the brickwork showing evidence of moderate frost damage and therefore unsuitable for reuse. The original plans and sections were salvaged, and residents are hopeful of a replica restoration in the near future. Since 2014, some calls have been made to revive the station, which like many throughout the region, lacks investment from both the regional government and Westminster. Negotiations with Network Rail have resulted in the allocation of a nearby strip of land for the rebuild.



SITE STRATEGY

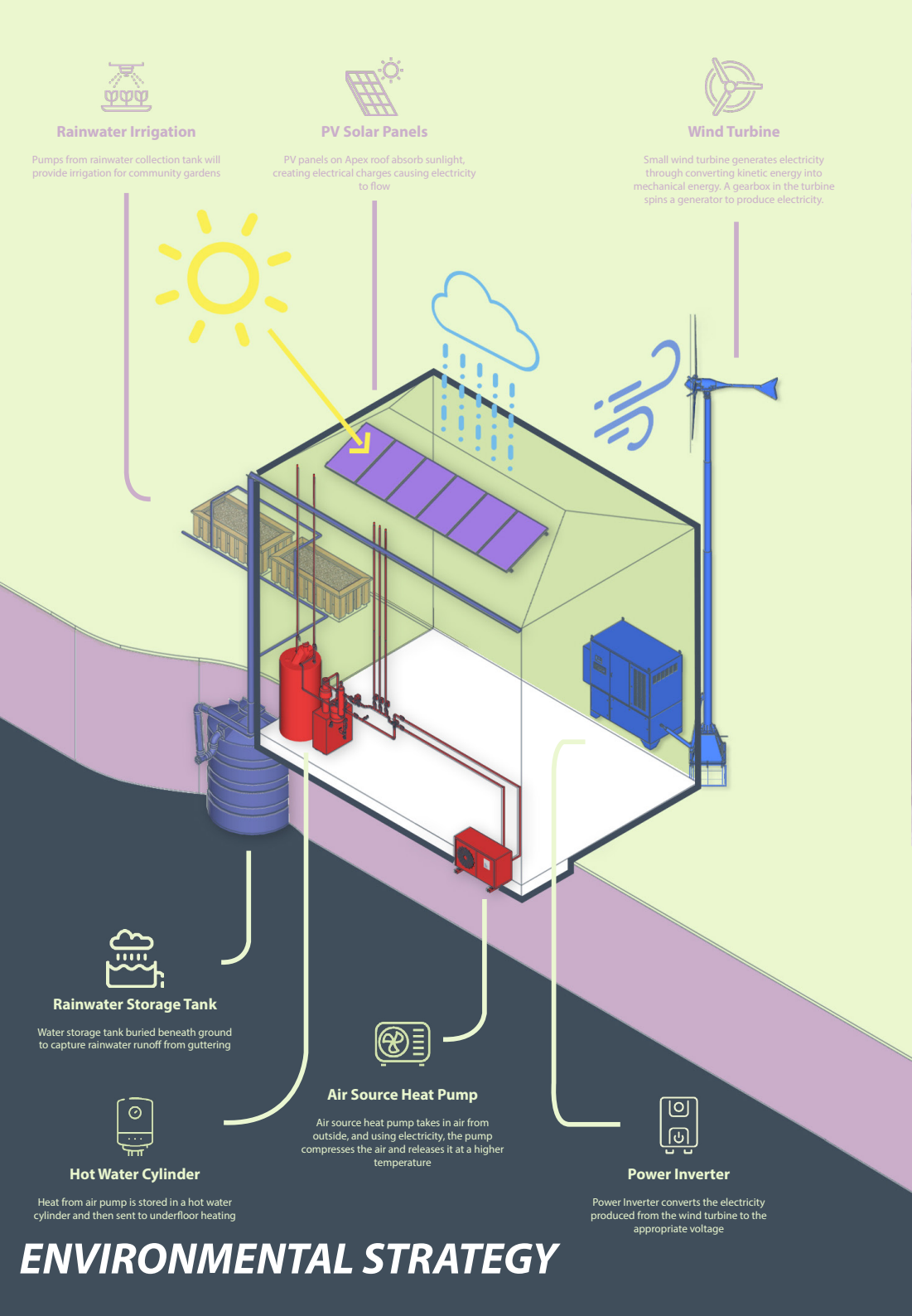


The overall site strategy comprises of four main elements. The first element is the reconstruction of the former signal box at the railway junction with Railway Street. We are proposing to turn this space into a small cafe space. The second element is a proposed bike lock adjacent to the cafe where cyclists can lock their bikes safely. The third element consists of the redevelopment of the former platform, with seating spaces for events and the community. This will be combined with the addition of community planter space woven between seating areas.



The proposed site for the signal box serves as an ideal functional space for a cafe, as it sits at the junction between 4 main transport methods, creating a 'pit stop' amenity space for either cyclists, motorists, pedestrians or train users.

ECOLOGY STUDY



ENVIRONMENTAL STRATEGY

FINAL PROPOSAL

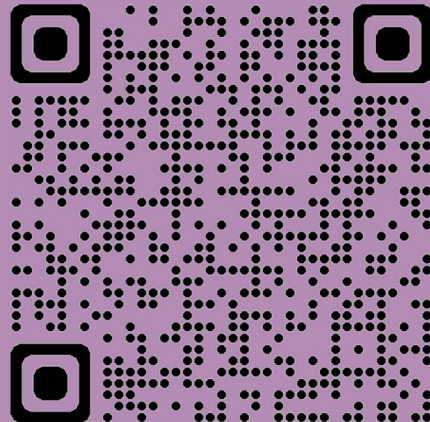


SCAN ME!

The master plan includes the signal box turned cafe, an accompanying outdoor sitting area and a stylised bike stand. These spaces would be open and active throughout the working day and some evening while hosting specific events.

Following onto the platform, there is an exhibition space, the community garden, sitting areas and sheltered sitting areas with a canopy on top. These spaces are closed off at night to discourage antisocial behaviour.

The cluster of activities are separated by the dynamics of their uses where the cafe areas are much more dynamic and active than the platform.



FINAL PROPOSAL



00 GROUND FLOOR PROPOSAL



10 FIRST FLOOR PROPOSAL

ABOUT

Each year the MSA LIVE programme unites M Arch. year 01 with B Arch. year 01 and 02 and M Land. Arch 01 in mixed-year teams to undertake live projects with external partners to create social impact.

LIVE PROJECTS

All MSA LIVE projects are live. A live project is where an educational organisation and an external partner develop a brief, timescale, and outcome for their mutual benefit.

SOCIAL IMPACT

All MSA LIVE projects have social impact. Social impact is the effect an organization's actions have on the well-being of a community. Our agendas are set by our external collaborators.

EXTERNAL

PARTNERS

MSA LIVE projects work with many organisations: charities, community groups, social enterprises, community interest companies, researchers, practitioners and educators.

STUDENT-LED

Our MSA masters students take the lead in the project conception, brief development, delivery and co-ordination of a small project. Other cohorts joined for an eventful 2 weeks of activities at the end of the academic year.

KNOWLEDGE TRANSFER

Working in teams within and across year groups and courses; MSA students participate in peer to peer learning. In addition, collaborators, participants and students engage in the transfer of tangible and intellectual property, expertise, learning and skills.

LARGE SCALE

This year approximately 550 students from 4 cohorts in MSA have worked on 35 projects with partners.

QUESTIONS

For questions about MSA LIVE please contact the MSA LIVE team: **msalive@mmu.ac.uk**

BLOG

live.msa.ac.uk/2022

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